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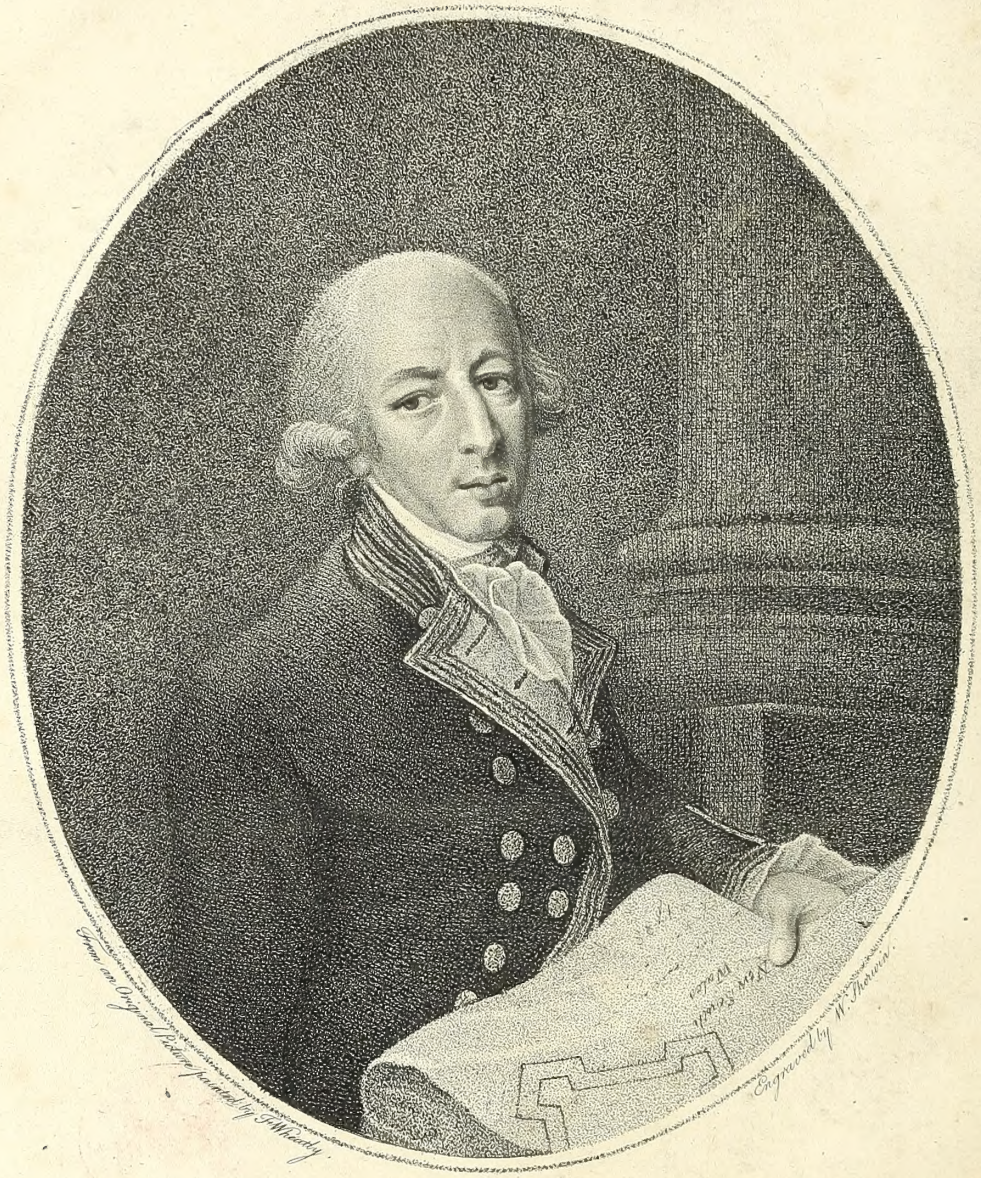

Arthur Phillip Esq.

Captain General & Commander in Chief in & over the Territory of New South Wales.

Published May 1. 1789 by J. Stockdale Piccadilly

THE

VOYAGE

OF

GOVERNOR PHILLIP

TO

BOTANY BAY;

with an

Account of the Establishment of the Colonies of

PORT JACKSON & NORFOLK ISLAND;

compiled from Authentic Papers,

which have been obtained from the several Departments.

to which are added,

The Journals of Lieut.ts Shortland, Watts, Ball, & Capt.t Marshall,

with an Account of their New Discoveries.

BRITISH MUSEUM NATURAL HIST.

BRITISH MUSEUM NATURAL HISTORY.

embellished with fifty five Copper Plates,

The Maps and Charts taken from Actual Surveys,

& the Plans & Views drawn on the Spot,

by Capt. Hunter; Lieut.s Shortland, Watts, Dawes, Bradley, Capt. Marshall, &c.

LONDON

Printed for John Stockdale, Piccadilly

MDCCLXXXIX.

TO THE MOST NOBLE

THE MARQUIS OF SALISBURY,

LORD CHAMBERLAIN OF HIS MAJESTY's HOUSHOLD, &c. &c.

THIS VOLUME,

CONTAINING ALL THAT IS YET KNOWN OF THE

SETTLEMENT AT SYDNEY-COVE,

IS MOST RESPECTFULLY INSCRIBED, BY

HIS LORDSHIP's

MUCH OBLIGED, AND

MOST FAITHFUL

HUMBLE SERVANT,

NOVEMBER 25,
1789.

JOHN STOCKDALE.

*

3

ANECDOTES

OF

GOVERNOR PHILLIP.

ARTHUR PHILLIP is one of thoſe officers, who, like Drake, Dampier, and Cook, has raiſed himſelf by his merit and his ſervices, to diſtinction and command. His father was Jacob Phillip, a native of Frankfort, in Germany, who having ſettled in England, maintained his family and educated his ſon by teaching the languages. His mother was Elizabeth Breach, who married for her firſt huſband, Captain Herbert of the navy, a kinſman of Lord Pembroke. Of her marriage with Jacob Phillip, was her ſon, Arthur, born in the pariſh of Allhallows, Bread-ſtreet, within the city of London, on the 11th of October, 1738.

Being deſigned for a ſeafaring life, he was very properly ſent to the ſchool of Greenwich, where he received

education ſuitable to his early propenſities. At the age of ſixteen, he began his maritime career, under the deceaſed Captain Michael Everet of the navy, at the commencement of hoſtilities, in 1755: and at the ſame time that he learned the rudiments of his profeſſion under that able officer, he partook with him in the early misfortunes, and ſubſequent glories of the ſeven years war. Whatever opulence Phillip acquired from the capture of the Havannah, certain it is, that, at the age of twenty-three, he there was made a Lieutenant into the Stirling-caſtle, on the 7th of June, 1761, by Sir George Pococke, an excellent judge of naval accompliſhments.

But of nautical exploits, however they may raiſe marine officers, there muſt be an end. Peace, with its bleſſings, was reſtored in 1763. And Phillip now found leiſure to marry; and to ſettle at Lyndhurſt, in the New Foreſt, where he amuſed himſelf with farming, and like other country gentlemen, diſcharged aſſiduouſly thoſe provincial offices, which, however unimportant, occupy reſpectably the owners of land, who, in this iſland, require no office to make them important.

But ſailors, like their own element, are ſeldom at reſt. Thoſe occupations, which pleaſed Phillip while they

they were new, no longer pleaſed him when they became familiar. And he haſtened to offer his ſkill and his ſervices to Portugal when it engaged in warfare with Spain. His offer was readily accepted, becauſe ſuch ſkill and ſervices were neceſſary amidſt an arduous ſtruggle with a too powerful opponent And, ſuch was his conduct and ſuch his ſucceſs, that when the recent interference of France, in 1778, made it his duty to fight for his king, and to defend his country, the Portugueze court regretted his departure, but applauded his motive.

His return was doubtleſs approved by thoſe who, knowing his value, could advance his rank: For he was made maſter and commander into the Baſiliſk fireſhip, on the 2d of September, 1779. But in her he had little opportunity of diſplaying his zeal, or of adding to his fame. This ſtep, however, led him up to a higher ſituation; and he was made poſt-captain into the Ariadne frigate, on the 13th of November, 1781, when he was upwards of three and forty. This is the great epoch in the lives of our naval officers, becauſe it is from this that they date their rank. In the Ariadne, he had little time for active adventures, or for gainful prizes, being appointed to the Europe of ſixty-four guns, on the 23d of December, 1781. During the memorable year 1782, Phillip promoted its enterprizes, and ſhared in its glories. And in January, 1783, he ſailed with a reinforce-

ment

ment to the Eaſt Indies, where ſuperior bravery contended againſt ſuperior force, till the policy of our negotiators put an end to unequal hoſtilities by a neceſſary peace.

The activity, or the zeal of Phillip, was now turned to more peaceful objects. And when it was determined to form a ſettlement on that part of New Holland, denominated New South Wales, he was thought of as a proper officer to conduct an enterprize, which required profeſſional knowledge, and habitual prudence. His equipment, his voyage, and his ſettlement, in the other hemiſphere, will be found in the following volume. When the time ſhall arrive that the European ſettlers on Sydney Cove demand their hiſtorian, theſe authentic anecdotes of their priſtine legiſlator will be ſought for as curious, and conſidered as important.

E R R A T A.

Page 1, line 15, for *enterprizes*, read *enterprises*.
13. l. penult. for *only fifty*, read *an hundred*.
Ibid. l. ult. for *Penryn*, read *Penrhyn*.
75, l. 7, for *ſurprizze*, read *ſurpriſe*.
87, l. 14, after 17, dele *th*.
96, l. 13, for *into*, read *in*.
149, l. 10, for *Kangooroo*, read *Kanguroo*. The orthography of a word derived only from oral ſound is in ſome degree arbitrary; but it ought to be conſiſtent. The plates, by miſtake, have *Kangooroo*.
185, l. 14, for *it were were*, read *if it were*.
203, l. 3, for *John*, read *Thomas*.
213, l. 10, for *four*, read *forty*.
228, l. 23, bis, for *Macauley*, read *Macaulay*.
231, l. 15, for *Patri*, read *Pabi*.
252, Margin, for *May*, read *June*.
253, Ditto.
255, Margin, for *July*, read *June*.
256, Ditto.
232, l. 18, for *Taha*, read *Toha*.
242, l. 9, for *who*, read *whom*.
246, l. 25, for *veer'd*, read *near'd*.

N. B. Some of the early impreſſions of the plates have erroneouſly *Wulpine Oppoſſum* for *Vulpine Opoſſum*. After a few were work'd off the fault was perceived, and corrected.

ADVERTISEMENT.

THE arrangement of materials in this volume being in ſome reſpects leſs perfect than might be wiſhed, it is neceſſary that ſomething ſhould be ſaid to obviate any imputation of negligence. The truth will be the beſt, and, as it ought, the only apology. The official papers of Governor Phillip, which were liberally communicated by Government, formed at firſt our principal ſource of intelligence. Theſe, from their nature, could contain but little information on ſubjects of natural hiſtory, and many other points, concerning which the curioſity of every reader would naturally be excited. The efforts of the publiſher to give ſatisfaction to the public in theſe reſpects produced a gradual influx of materials; and the ſucceſſive arrival of different veſſels from the Indian ſeas, occaſioned additions to the work, which made it neceſſary to engrave new plates.

While, therefore, the completion of the book was anxiouſly preſſed by many who were eager to poſſeſs it, that deſirable point has conſtantly been deferred by the communications of thoſe who were ſtudious to render it more valuable; and the word *Finis*, has ſeemed to fly from us, like Italy before the wandering Trojans. From the combination of theſe circumſtances it has ariſen, that every ſeparate part has been hurried on in the execution; and yet, in the finiſhing of the whole, more time has elapſed, than would have been neceſſary to complete a much more ample volume. The defects that proceed from theſe cauſes, it is hoped, the reader will forgive, and accept with complacency a volume in which, it is confidently hoped, nothing material has been omitted that is connected with its principal object, the formation of a ſettlement promiſing both glory and advantage to this country; in which ſeveral important diſcoveries are announced; no ſmall acceſſion is made to the ſtores of natural hiſtory; and intereſting notices are communicated of countries viſited before, and perſons in whoſe fate the public has long felt an intereſt.

The publiſher thinks it his duty, in this place, to return thanks to the following noblemen and gentlemen, for their kind aſſiſtance and free communications. The

Marquis of Saliſbury, Viſcount Sydney, Lord Hood, Sir Joſeph Banks, Bart. Mr. Roſe, Mr. Nepean, Mr. Stephens, Sir Charles Middleton, Sir Andrew Snape Hammond, Mr. Dalrymple, and Mr. Chalmers: but, to Mr. Latham particularly, the moſt grateful acknowledgements are due, for having furniſhed many drawings and accurate deſcriptions, which ſtamp a value on the natural hiſtory contained in this work, and muſt for ever render it an object of attention to all lovers of that ſcience: and to Lieutenant Shortland, Lieutenant Watts, and Captain Marſhall, of the Scarborough tranſport, the public owe whatever important diſcoveries and uſeful knowledge may be found in their journals, which they communicated with a diſintereſtedneſs that the publiſher will be always happy to acknowledge.

ACCOUNT

OF THE

VIGNETTE.

THE elegant vignette in the title-page, was engraved from a medallion which the ingenious Mr. Wedgewood cauſed to be modelled from a ſmall piece of clay brought from Sydney Cove. The clay proves to be of a fine texture, and will be found very uſeful for the manufactory of earthern ware. The deſign is allegorical; it repreſents Hope encouraging Art and Labour, under the influence of Peace, to purſue the employments neceſſary to give ſecurity and happineſs to an infant ſettlement. The following verſes upon the ſame ſubject, and in alluſion to the medallion, were written by the author of *The Botanic Garden*, and will ſpeak more powerfully for themſelves than any encomium we could beſtow.

VISIT OF HOPE
TO SYDNEY-COVE,
NEAR BOTANY-BAY.

WHERE Sydney Cove her lucid boſom ſwells,
Courts her young navies, and the ſtorm repels;
High on a rock amid the troubled air
HOPE ſtood ſublime, and wav'd her golden hair;
Calm'd with her roſy ſmile the toſſing deep,
And with ſweet accents charm'd the winds to ſleep;
To each wild plain ſhe ſtretch'd her ſnowy hand,
High-waving wood, and ſea-encircled ſtrand.
" Hear me," ſhe cried, " ye riſing Realms! record
" Time's opening ſcenes, and Truth's unerring word.——
" *There* ſhall broad ſtreets their ſtately walls extend,
" The circus widen, and the creſcent bend;
" *There*, ray'd from cities o'er the cultur'd land,
" Shall bright canals, and ſolid roads expand.——
" *There* the proud arch, Coloſſus-like, beſtride
" Yon glittering ſtreams, and bound the chafing tide;
" Embelliſh'd villas crown the landſcape-ſcene,
" Farms wave with gold, and orchards bluſh between.——
" *There* ſhall tall ſpires, and dome-capt towers aſcend,
" And piers and quays their maſſy ſtructures blend;
" While with each breeze approaching veſſels glide,
" And northern treaſures dance on every tide!"——
Then ceas'd the nymph——tumultuous echoes roar,
And JOY's loud voice was heard from ſhore to ſhore——
Her graceful ſteps deſcending preſs'd the plain,
And PEACE, and ART, and LABOUR, join'd her train.

VIEW

VIEW *of the* FLEET *and* ESTABLISHMENT *ſent out with* GOVERNOR PHILLIP *to* NEW SOUTH WALES.

Captain ARTHUR PHILLIP of the Navy, *Governor and Commander in Chief of the territory of New South Wales, and of his Majeſty's ſhips and veſſels employed on that coaſt.*

Major Robert Roſs,	*Lieutenant Governor.*
Richard Johnſon,	*Chaplain.*
Andrew Miller,	*Commiſſary.*
David Collins,	*Judge Advocate.*
John Long,	*Adjutant.*
James Furzer,	*Quarter-Maſter.*
* George Alexander,	*Provoſt Martial.*
John White,	*Surgeon.*
Thomas Arndell,	*Aſſiſtant Ditto.*
William Balmain,	*Ditto Ditto.*

His Majeſty's ſhip Sirius,
Captain Arthur Phillip.
Captain John Hunter.

His Majeſty's armed tender Supply,
Lieutenant H. L. Ball.

* This gentleman did not go.

Six tranſports carrying the convicts.

Alexander	210	men convicts.	women convicts.
Scarborough	210	ditto.	
Friendſhip	80	ditto.	24
Charlotte	100	ditto.	24
Prince of Wales		-	- 100
Lady Penrhyn		-	- 102

Each tranſport had a detachment of marines on board.

Three ſtore ſhips:
The Golden Grove, Fiſhburn, and Borrowdale;
With proviſions, implements for huſbandry, cloathing, &c. for the convicts.

Lieutenant John Shortland, agent for the tranſports.

The garriſon is formed from the marines.

Diſtribution of the Detachment of MARINES for NEW SOUTH WALES, with the Number embarked on board of each of the Tranſports upon that Service.

Ships Names.	Names of Officers.	Captains.	Subs.	Serjeants.	Corporals.	Drum and fife.	Privates.	Embarked.
Lady Penrhyn,	Captain Campbell Lieut G. Johnſton Lieut. William Collins	1	2	0	0	0	3	Portſmouth.
Scarborough,	Captain Shea Lieutenant Kellow Lieutenant Morriſon	1	2	2	2	1	26	Ditto.
Friendſhip,	Captain Lieut. Meredith Lieutenant Clarke Lieutenant Faddy	1	2	2	3	1	36	Plymouth.
Charlotte,	Captain Tench Lieutenant Creſſwell Lieutenant Poulden	1	2	3	3	1	34	Ditto.
Alexander,	Lieutenant J. Johnſton Lieutenant Shairp	0		2	2	1	30	Woolwich.
Prince of Wales,	Lieutenant Davy Lieutenant Timmins Provoſt Martial	0	2	2	2	1	25	
		4	12	11	12	5	154	
		0	0	1	0	3	6	put on board his Majeſty's ſhip Sirius, as ſupernumeraries.
	Total of the detachment	4	12	12	12	8	160	

Forty women, wives to the Marines, permitted to go out with the Garriſon.

A

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A

VOYAGE

TO

NEW SOUTH WALES.

CHAPTER I.

Public utility of voyages—Peculiar circumſtances of this—New Holland properly a continent—Reaſons for fixing our ſettlement there—Tranſportation to America, its origin, advantages, and ceſſation—Experiments made—The preſent plan adopted—Diſadvantages of other expedients.

FROM voyages undertaken expreſsly for the purpoſe of diſcovery, the public naturally looks for information of various kinds: and it is a fact which we cannot but contemplate with pleaſure, that by the excellent publications ſubſequent to ſuch enterprizes, very conſiderable additions have been made, during the preſent reign, to our general knowledge of the

CHAP. I.

 globe,

CHAP. I.

globe, of the various tribes by which it is peopled, and of the animals and vegetables to which it gives ſupport.

An expedition occaſioned by motives of legiſlative policy, carried on by public authority, and concluded by a fixed eſtabliſhment in a country very remote, not only excites an unuſual intereſt concerning the fate of thoſe ſent out, but promiſes to lead us to ſome points of knowledge which, by the former mode, however judiciouſly employed, could not have been attained. A tranſient viſit to the coaſt of a great continent cannot, in the nature of things, produce a complete information reſpecting its inhabitants, productions, ſoil, or climate: all which when contemplated by reſident obſervers, in every poſſible circumſtance of variation, though they ſhould be viewed with leſs philoſophical acuteneſs, muſt yet gradually become more fully known: Errors, ſometimes inſeparable from haſty obſervation, will then be corrected by infallible experience; and many objects will preſent themſelves to view, which before had eſcaped notice, or had happened to be ſo ſituated that they could not be obſerved.

The full diſcovery of the extent of New Holland, by our illuſtrious navigator, Capt. Cook, has formed a ſingular epocha in geography; a doubt having ariſen from it, whether to a land of ſuch magnitude the name of iſland or that of continent may more properly be applied. To this queſ-

tion it may be anſwered, that though the etymology of the word iſland,* and of others ſynonymous to it, points out only a land ſurrounded by the ſea, or by any water, (in which ſenſe the term is applicable even to the largeſt portions of the habitable globe) yet it is certain that, in the uſual acceptation, an iſland is conceived to ſignify a land of only moderate extent, ſurrounded by the ſea.† To define at what point of magnitude preciſely, a country ſo ſituated ſhall begin to be a continent, could not anſwer any purpoſe of utility; but the beſt and cleareſt rule for removing the doubt appears to be the following: As long as the peculiar advantages of an inſular ſituation can be enjoyed by the inhabitants of ſuch a country, let it have the title of an iſland; when it exceeds thoſe limits let it be conſidered as a continent. Now the firſt and principal advantage of an iſland, is that of being capable of a convenient union under one government, and of deriving thence a ſecurity from all external attacks, except by ſea. In lands of very great magnitude ſuch an union is difficult, if not impracticable, and a diſtinction founded on this circum-

* *Inſula*, from which iſland is derived, is formed from *in ſalo*, *in the ſea*; and νῆσος, the correſponding word in Greek, is uſually deduced from νέω to *ſwim*, as appearing, and probably having been originally ſuppoſed to ſwim in the ſea.

† Thus when Dionyſius Periegetes conſiders the whole ancient world as ſurrounded by the ſea, he calls it νῆσος ἀπείριτος, *an immenſe iſland*; on which Euſtathius remarks, that the addition of the epithet *immenſe* was neceſſary, otherwiſe the expreſſion would have been low and inadequate.

CHAP. I.

ſtance, is therefore ſufficient for convenience at leaſt, if * not for ſpeculative accuracy. If we ſuppoſe this extent to be ſomething about one thouſand miles each way, without, however, affecting much rigour in the limitation, the claim of New Holland to be called a continent, will be indiſputable: The greateſt extent of that vaſt country being, from Eaſt to Weſt, about two thouſand four hundred Engliſh miles, and, from North to South, not leſs than two thouſand three hundred.†

To New South Wales England has the claim which a tacit conſent has generally made deciſive among the European States, that of prior diſcovery. The whole of that Eaſtern coaſt, except the very Southern point, having been untouched by any navigator, till it was explored by Captain Cook. This conſideration, added to the more favourable accounts given of this ſide of the continent than of the other, was ſufficient to decide the choice of

* We do not here conſider whether a country be actually united under one government, but whether from its ſize it might be ſo conveniently. If we might derive νῆσος from νάω, or ναίω to *inhabit*, the etymological diſtinction would be complete on theſe principles. An iſland being one diſtinct *habitation* of men; and a continent land *continued* from one ſtate to another. The former derivation might be rendered ſpecious by remarking how ſingularly Homer and others uſe νῆσος with ναίω, as if they had a natural connection. See Il. B. 626. and, Sophoc. Ajax. 601.

† In or near the latitude of 30° South, New Holland extends full 40 degrees of longitude, which, under that parallel, may be eſtimated at 60 Engliſh miles to a degree. The extent from York Cape to South Cape is full 33 degrees of latitude, which are calculated of courſe at 69½ Engliſh miles each.

the Britiſh government, in appointing a place for the baniſhment of a certain claſs of criminals. CHAP. I.

The cauſe of the determination to ſend out in this manner the convicts under ſentence of tranſportation, was, as is well known, the neceſſary ceſſation of their removal to America; and the inconveniences experienced in the other modes of deſtination adopted after that period.

Virginia, greatly in want, at its firſt ſettlement, of labourers to clear away the impenetrable foreſts which impeded all cultivation, was willing, from very early times, to receive as ſervants, thoſe Engliſh criminals whom our Courts of Law deemed not ſufficiently guilty for capital puniſhment.* The planters hired their ſervices during a limited term; and they were latterly ſent out under the care of contractors, who were obliged to prove, by certificates, that they had diſpoſed of them, according to the intention of the law.

* Baniſhment was firſt ordered as a puniſhment for rogues and vagrants, by ſtatute 39 Eliz. ch. 4. See Blackſt. Com. IV. chap. 31. But no place was there ſpecified. The practice of tranſporting criminals to America is ſaid to have commenced in the reign of James I; the year 1619 being the memorable epoch of its origin: but that deſtination is firſt expreſsly mentioned in 18 Car. II. ch. 2.—The tranſport traffic was firſt regulated by ſtatute 4 George I. ch. 11. and the cauſes expreſſed in the preamble to be, the failure of thoſe who undertook to tranſport themſelves, and the great want of ſervants in his Majeſty's plantations. Subſequent Acts enforced further regulations.

The

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The benefits of this regulation were various. The colonies received by it, at an eaſy rate, an aſſiſtance very neceſſary; and the mother country was relieved from the burthen of ſubjects, who at home were not only uſeleſs but pernicious: beſides which, the mercantile returns, on this account alone, are reported to have ariſen, in latter times, to a very conſiderable amount.* The individuals themſelves, doubtleſs, in ſome inſtances, proved incorrigible; but it happened alſo, not very unfrequently, that, during the period of their legal ſervitude, they became reconciled to a life of honeſt induſtry, were altogether reformed in their manners, and riſing gradually by laudable efforts, to ſituations of advantage, independence, and eſtimation, contributed honourably to the population and proſperity of their new country.†

By the conteſt in America, and the ſubſequent ſeparation of the thirteen Colonies, this traffic was of courſe deſtroyed. Other expedients, well known to the public, have ſince been tried; ſome of which proved highly objectionable;§ and all have been found to want ſome of

* It is ſaid, forty thouſand pounds per annum, about two thouſand convicts being ſold for twenty pounds each.

† The Abbé Raynal has given his full teſtimony to the policy of this ſpecies of baniſhment, in the fourteenth Book of his Hiſtory, near the beginning.

§ Particularly, the tranſporting of criminals to the coaſt of Africa, where what was meant as an alleviation of puniſhment too frequently ended in death.

the

the principal advantages experienced from the uſual mode of tranſportation.—The deliberations upon this ſubject, which more than once employed the attention of Parliament, produced at length the plan of which this volume diſplays the firſt reſult. On December 6, 1786, the proper orders were iſſued by his Majeſty in Council, and an Act eſtabliſhing a Court of Judicature in the place of ſettlement, and making ſuch other regulations as the occaſion required, received the ſanction of the whole legiſlature early in the year 1787.

To expatiate upon the principles of penal law is foreign to the purpoſe of this work, but thus much is evident to the plaineſt apprehenſion, that the objects moſt to be deſired in it are the reſtriction of the number of capital inflictions, as far as is conſiſtent with the ſecurity of ſociety; and the employment of every method that can be deviſed for rendering the guilty perſons ſerviceable to the public, and juſt to themſelves; for correcting their moral depravity, inducing habits of induſtry, and arming them in future againſt the temptations by which they have been once enſnared.

For effectuating theſe beneficial purpoſes, well regulated penitentiary houſes ſeem, in ſpeculation, to afford the faireſt opportunity; and a plan of this kind, formed by the united efforts of Judge Blackſtone, Mr. Eden,

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Eden, and Mr. Howard, was adopted by Parliament in the year 1779. Difficulties however occurred which prevented the execution of this deſign: a circumſtance which will be ſomething the leſs regretted when it ſhall be conſidered, that it is perhaps the fate of this theory, in common with many others of a very pleaſing nature, to be more attractive in contemplation than efficacious in real practice. A perfect deſign, carried on by imperfect agents, is liable to loſe the chief part of its excellence; and the beſt digeſted plan of confinement muſt in execution be committed, chiefly, to men not much enlightened, very little armed againſt corruption, and conſtantly expoſed to the danger of it. The vigilance which in the infancy of ſuch inſtitutions effectually watches over the conduct of theſe public ſervants, will always in a little time be relaxed; and it will readily be conceived that a large penitentiary houſe, very corruptly governed, would be, of all aſſociations, one of the moſt pernicious to thoſe confined, and moſt dangerous to the peace of ſociety.

In ſome countries, malefactors not capitally convicted, are ſentenced to the gallies or the mines; puniſhments often more cruel than death, and here, on many accounts, impracticable. In other places they are employed in public works, under the care of overſeers. This method has been partially tried in England on the Thames, but has been found by no means to produce the benefits expected

pected from it. There is, therefore, little temptation to CHAP. I.
purſue it to a further extent. The employment of criminals in works carried on under the public eye, is perhaps too repugnant to the feelings of Engliſhmen ever to be tolerated. Reaſon, indeed, acquieſces in the melancholy neceſſity of puniſhing, but chains and badges of ſervitude are unpleaſing objects, and compaſſion will always revolt at the ſight of actual infliction. Convicts ſo employed would either by an ill placed charity be rewarded, or the people, undergoing a change of character far from deſirable, would in time grow callous to thoſe impreſſions which naturally impel them to give relief.

It remains therefore, that we adhere as much as poſſible to the practice approved by long experience, of employing the ſervices of ſuch criminals in remote and riſing ſettlements. For this purpoſe the eſtabliſhment on the eaſtern coaſt of New Holland has been projected, and carried on with every precaution to render it as beneficial as poſſible. That ſome difficulties will ariſe in the commencement of ſuch an undertaking muſt be expected; but it is required by no moral obligation that convicts ſhould be conveyed to a place of perfect convenience and ſecurity; and though the voluntary emigrants and honourable ſervants of the ſtate, muſt in ſome meaſure,

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ſure, be involved for a time in the ſame diſadvantages, yet to have reſiſted difficulties is often finally an advantage rather than an evil; and there are probably few perſons ſo circumſtanced who will repine at moderate hardſhips, when they reflect that by undergoing them they are rendering an eſſential and an honourable ſervice to their country.

CHAPTER

CHAPTER II.

Preparation of the fleet ordered to Botany Bay.—Particulars of its arrangement.—Departure and paſſage to the Canary Iſles.

CHAP. II.

THE ſquadron deſtined to carry into execution the above deſign, began to aſſemble at its appointed rendezvous, the Mother Bank, within the Iſle of Wight, about the 16th of March, 1787. This ſmall fleet conſiſted of the following ſhips: His Majeſty's frigate *Sirius*, Captain John Hunter, and his Majeſty's armed tender *Supply*, commanded by Lieutenant H. L. Ball. Three ſtore-ſhips, the *Golden Grove*, *Fiſhburn*, and *Borrowdale*, for carrying proviſions and ſtores for two years; including inſtruments of huſbandry, clothing for the troops and convicts, and other neceſſaries; and laſtly, ſix tranſports, the *Scarborough*, and *Lady Penrhyn*, from Portſmouth; the *Friendſhip*, and *Charlotte*, from Plymouth; the *Prince of Wales*, and the *Alexander*, from Woolwich. Theſe were to carry the convicts, with a detachment of Marines in each, proportioned to the nature of the ſervice; the largeſt where reſiſtance was moſt to be expected, namely, in thoſe ſhips which carried the

March 16th, 1787.

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greateſt number of male convicts. Altogether they formed a little ſquadron of eleven ſail.

They only who know the nature of ſuch equipments, and conſider the particular neceſſity in the preſent inſtance for a variety of articles not uſually provided, can judge properly of the time required for furniſhing out this fleet. Such perſons will doubtleſs be the leaſt ſurprized at being told that nearly two months had elapſed before the ſhips were enabled to quit this ſtation, and proceed upon their voyage: and that even then ſome few articles were either unprepared, or, through miſapprehenſion, neglected. The former circumſtance took place reſpecting ſome part of the cloathing for the female convicts, which, being unfiniſhed, was obliged to be left behind; the latter, with reſpect to the ammunition of the marines, which was furniſhed only for immediate ſervice, inſtead of being, as the Commodore apprehended, completed at their firſt embarkation: an omiſſion which, in the courſe of the voyage, was eaſily ſupplied.

This neceſſary interval was very uſefully employed, in making the convicts fully ſenſible of the nature of their ſituation; in pointing out to them the advantages they would derive from good conduct, and the certainty of ſevere and immediate puniſhment in caſe of turbulence

lence or mutiny. Uſeful regulations were at the ſame time eſtabliſhed for the effectual governing of theſe people; and ſuch meaſures were taken as could not fail to render abortive any plan they might be deſperate enough to form for reſiſting authority, ſeizing any of the tranſports, or effecting, at any favourable period, an eſcape. We have, however, the teſtimony of thoſe who commanded, that their behaviour, while the ſhips remained in port, was regular, humble, and in all reſpects ſuitable to their ſituation: ſuch as could excite neither ſuſpicion nor alarm, nor require the exertion of any kind of ſeverity.

When the fleet was at length prepared for ſailing, the complement of convicts and marines on board the tranſports was thus arranged. The *Friendſhip* carried a Captain and forty-four marines, ſubalterns and privates, with ſeventy-ſeven male and twenty female convicts. The *Charlotte*, a Captain and forty-three men, with eighty-eight male and twenty female convicts. In the *Alexander*, were two Lieutenants and thirty-five marines, with two hundred and thirteen convicts, all male. In the *Scarborough*, a Captain and thirty-three marines, with male convicts only, two hundred and eight in number. The *Prince of Wales* tranſport had two Lieutenants and thirty marines, with only fifty convicts, all female. And the *Lady Penryn*, a Captain, two Lieutenants,

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nants, and only three privates, with one hundred and two female convicts. Ten marines, of different denominations, were alſo ſent as ſupernumeraries on board the Sirius. The whole complement of marines, including officers, amounted to two hundred and twelve; beſides which, twenty-eight women, wives of marines, carrying with them ſeventeen children, were permitted to accompany their huſbands. The number of convicts was ſeven hundred and ſeventy-eight, of whom five hundred and fifty-eight were men. Two, however, on board the Alexander, received a full pardon before the departure of the fleet, and conſequently remained in England.

May 13th, 1787.

Governor Phillip, on his arrival at the ſtation, hoiſted his flag on board the Sirius, as Commodore of the ſquadron: and the embarkation being completed, and the time requiring his departure, at day break on the 13th of May, he gave the ſignal to weigh anchor. To the diſtance of about an hundred leagues clear of the channel, his Majeſty's frigate Hyena, of twenty-four guns, was ordered to attend the fleet, in order to bring intelligence of its paſſage through that moſt difficult part of the voyage; with any diſpatches which it might be requiſite for the Governor to ſend home.

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May 20th, 1787.

On the 20th of May, the ſhips being then in latitude 47° 57′, and longitude 12° 14′ weſt of London, the Hyena returned. She brought, however, no exact account of the ſtate of the tranſports; for the ſea at that time ran ſo high, that the Governor found it difficult even to ſit to write, and quite impracticable to ſend on board the ſeveral ſhips for exact reports of their ſituation, and of the behaviour of the convicts. All, however, had not been perfectly tranquil; the convicts in the Scarborough, confiding probably in their numbers, had formed a plan for gaining poſſeſſion of that ſhip, which the officers had happily detected and fruſtrated. This information was received from them juſt before the Hyena ſailed, and the Governor had ordered two of the ringleaders on board the Sirius for puniſhment. Theſe men, after receiving a proper chaſtiſement, were ſeparated from their party by being removed into another ſhip, the Prince of Wales. No other attempt of this kind was made during the voyage.

We may now conſider the adventurers in this ſmall fleet as finally detached, for the preſent, from their native country; looking forward, doubtleſs with very various emotions, to that unknown region, which, for a time at leaſt, they were deſtined to inhabit. If we would

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would indulge a ſpeculative curioſity, concerning the tendency of ſuch an enterprize, there are few topics which would afford an ampler ſcope for conjecture. The ſanguine might form expectations of extraordinary conſequences, and be juſtified, in ſome degree, by the reflection, that from ſmaller, and not more reſpectable beginnings, powerful empires have frequently ariſen. The phlegmatic and apprehenſive might magnify to themſelves the difficulties of the undertaking, and prognoſticate, from various cauſes, the total failure of it. Both, perhaps, would be wrong. The opinion neareſt to the right was probably formed by the Governor himſelf, and ſuch others among the leaders of the expedition, as from native courage, felt themſelves ſuperior to all difficulties likely to occur; and by native good ſenſe were ſecured from the ſeduction of romantic reveries. To all it muſt appear a ſtriking proof of the flouriſhing ſtate of navigation in the preſent age, and a ſingular illuſtration of its vaſt progreſs ſince the early nautical efforts of mankind; that whereas the ancients coaſted with timidity along the ſhores of the Mediterranean, and thought it a great effort to run acroſs the narrow ſea which ſeparates Crete from Egypt, Great Britain, without heſitation, ſends out a fleet to plant a ſettlement near the antipodes.

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June 3d, 1787.

The high ſea which had impeded the intercourſe between the ſhips, as they were out of the reach of rocks and ſhoals, was not, in other reſpects, an unfavourable circumſtance. On the whole, therefore, the weather was reckoned fine, and the paſſage very proſperous from Spithead to Santa Cruz, in the Iſle of Teneriffe, where the fleet anchored on the 3d of June.

CHAPTER III.

Reaſons for touching at the Canary Iſles—Precautions for preſerving Health—Their admirable Succeſs—Some Account of the Canaries—Fables reſpecting them—Attempt of a Convict to eſcape—Departure.

CHAP. III. June 3d, 1787.

THE chief object propoſed by Governor Phillip in touching at Teneriffe, was the obtaining a freſh ſupply of water and vegetables. It was adviſeable alſo at this period to give the people ſuch advantages and refreſhments, for the ſake of health, as this place would readily ſupply, but which can only be obtained on ſhore. In this, and every port, the crews, ſoldiers, and convicts, were indulged with freſh meat, fruit, vegetables, and every thing which could conduce to preſerve them from the complaints formerly inevitable in long voyages. The allowance was, to the marines, a pound of bread, a pound of beef, and a pint of wine *per* man, daily: the convicts had three quarters of a pound of beef, and of bread, but no wine. The fruits obtained here were only figs and mulberries, but theſe were plentiful and excellent. How ſucceſsfully precautions of every kind, tend-

tending to this great end, were employed throughout the voyage, the reports of the number of ſick and dead will ſufficiently evince.

Captain Cook had very fully ſhown, how favourable ſuch expeditions might be made to the health of thoſe engaged in them; and Governor Phillip was happy enough to confirm the opinion, that the ſucceſs of his great predeceſſor, in this eſſential point, was not in any degree the effect of chance, but aroſe from that care and attention of which he has humanely given us the detail; and which, in ſimilar circumſtances, may generally be expected to produce the ſame reſult. If the number of convicts who died between the time of embarkation and the arrival of the fleet at this place, ſhould ſeem inconſiſtent with this aſſertion, it muſt be conſidered that the deaths were confined entirely to that claſs of people, many of whom were advanced in years, or labouring under diſeaſes contracted in priſon or elſewhere, while they were yet on ſhore.

A week was paſſed at this place, during which time the weather was very moderate, the thermometer not exceeding 70° of Fahrenheit's ſcale. The barometer ſtood at about 30 inches.

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The Governor of the Canaries, at this time, was the Marquis de Brancifort, by birth a Sicilian. He was reſident as uſual at Santa Cruz, and paid to Governor Phillip, and the other officers, a polite attention and reſpect equally honourable to all parties. The port of *Santa Cruz*, though not remarkably fine, is yet the beſt in the Canaries, and the uſual place at which veſſels touch for refreſhment; the reſidence of the Governor General is therefore fixed always in Teneriffe, for the ſake of a more frequent intercourſe with Europe: in preference to the great Canary Iſle, which contains the Metropolitan church, and the palace of the Biſhop. The Marquis de Brancifort has lately eſtabliſhed ſome uſeful manufactures in Teneriffe.

To enter into much detail concerning the Canary Iſlands, which lie exactly in the courſe of every ſhip that ſails from Europe to the Cape, and conſequently have been deſcribed in almoſt every book of voyages, muſt be ſuperfluous. A few general notices concerning them may, perhaps, not be unacceptable. They are in number about fourteen, of which the principal, and only conſiderable are, *Canary*, *Teneriffe*, *Fortaventure*, *Palma*, *Ferro*, *Gomera*, *Lancerotta*. Their diſtance from the coaſt of Africa is from about forty to eighty leagues. The circumference of Teneriffe is not above one hundred and twenty miles, but that of Ca-

nary, or as it is uſually called, the Great Canary, is one hundred and fifty. They have been poſſeſſed and colonized by Spain from the beginning of the 15th century.

There is no reaſon to doubt that theſe are the iſlands ſlightly known to the ancients under the name of *Fortunate:* though the miſtake of Ptolemy concerning their latitude has led one of the commentators on Solinus to contend, that this title belongs rather to the Iſlands of Cape Verd. Pliny mentions *Canaria*, and accounts for that name from the number of large dogs which the iſland contained; a circumſtance which ſome modern voyagers, perhaps with little accuracy, repeat as having occaſioned the ſame name to be given by the Spaniards. *Nivaria*, ſpoken of by the ſame author, is evidently Teneriffe, and ſynonymous, if we are rightly informed, to the modern name *. *Ombrion*, or *Pluvialia*, is ſuppoſed to be Ferro; where the dryneſs of the ſoil has at all times compelled the inhabitants to depend for water on the rains.

If the ancients made theſe iſlands the region of fable, and their poets decorated them with imaginary charms to ſupply the want of real knowledge, the moderns cannot wholly be exempted from a ſimilar imputation. Travellers have delighted to ſpeak of the Peak of Tene-

* Occaſioned by the perpetual ſnows with which the Peak is covered. *Tener* is ſaid to mean *ſnow*, and *itte* or *iffe* a *mountain*, in the language of the iſland.

riffe,

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riffe, as the higheſt mountain in the ancient world, whereas, by the beſt accounts, Mont Blanc exceeds it * by 3523 feet, or near a mile of perpendicular altitude. The Iſle of Ferro, having no ſuch mountain to diſtinguiſh it, was celebrated for a century or two on the credit of a miraculous tree, ſingle in its kind, enveloped in perpetual miſts, and diſtilling ſufficient water for the ample ſupply of the iſland †. But this wonder, though vouched by ſeveral voyagers, and by ſome as eye-witneſſes, vaniſhed at the approach of ſober enquiry, nor could a ſingle native be found hardy enough to aſſert its exiſtence. The truth is, that the Canary Iſles, though a valuable

* The height of Mont Blanc, on a mean of the beſt accounts, is 15,673 Engliſh feet from the level of the ſea, Teneriffe 12,150.

† *Clipperton* ſpeaks of it as a fact, *Harris's Voyages*, Vol. I. p. 187. *Mandelſloe* pretended to have ſeen it, ibid. p. 806. *Baudrand* was the firſt who by careful enquiry detected the fiction. An account of this imaginary tree, curious from being ſo circumſtantial, is here given from a French book of geography, of ſome credit in other reſpects. "Mais ce qu'il-y-a de plus digne de remarque, eſt cet arbre merveilleux qui fournit d'eau toute l'iſle, tant pour les hommes que pour les bêtes. Cet arbre, que les habitans appellent *Caroë*, *Garoë*, ou *Arbre Saint*, unique en ſon eſpéce, eſt gros, et large de branches; ſon tronc a environ douze pieds de tour; ſes feuilles ſont un peu plus groſſes que celles des noiers, et toujours vertes; il porte un fruit, ſemblable à un gland, qui a un noiau d'un goût aromatique, doux et piquant. Cet arbre eſt perpétuellement convert d'un nuage, qui l'humecte partout, en ſorte que l'eau en diſtille goutte à goutte par les branches et par les feuilles, en telle quantité qu'on en peut emplir trente tonneaux par jour. Cette eau eſt extrémement fraiche, claire, fort bonne a boire, et fort ſaine. Elle tombe dans deux baſſins de pierre que les inſulaires ont bâtis pour la recevoir. La nuage qui couvre cet arbre ne ſe diſſipe pas; ſeulement dans les grandes chaleurs de l'été il ſe diminue un peu; mais en échange la mer envoie une vapeur epaiſſe, qui ſe jette ſur l'arbre, et qui ſupplée a ce manquement." *Du Bois* Geogr. Part. iii. ch. 17. Can all this have ariſen from Pliny's arbores ex quibus aquæ exprimantur?

poſſeſſion to Spain, and an excellent reſource to voyagers of all nations, contain no wonders, except what belong naturally to volcanic mountains ſuch as the Peak, which, though it always threatens, has not now been noxious for more than eighty years *.

The capital of Teneriffe is *Laguna*, or more properly *San Chriſtoval de la Laguna*, *St. Chriſtopher of the Lake*, ſo called from its ſituation near a lake. Both this and Santa Cruz are built of ſtone, but the appearance of the latter is more pleaſing than that of Laguna. They are diſtant from each other about four miles. The capital of the Great Canary, and properly of the whole government, is *the City of Palms*: But that place has been for ſome time the centre of eccleſiaſtical government only. The cuſtom of reckoning the firſt meridian as paſſing through theſe iſles was begun by Ptolemy; and perhaps it is ſtill to be wiſhed that the French regulations on that ſubject were generally adopted.

Our ſhips were at length preparing to depart, when on the evening of the 9th of June, a convict belonging to the Alexander, having been employed on deck, found means to cut away the boat, and make a temporary eſcape; but he was miſſed and ſoon retaken. It is not probable that he had June 9th, 1787.

* See Captain Glaſſe's elaborate account of the Canaries, and Captain Cook's laſt Voyage.

formed

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June 10th, 1787.

formed any definite plan of eſcape; the means of abſconding muſt have been accidentally offered, and ſuddenly embraced; and for making ſuch an attempt, the vague hope of liberty, without any certain proſpect, would naturally afford ſufficient temptation.

By the 10th of June the ſhips had completed their water, and early the next morning, the Governor gave the ſignal for weighing anchor, and the fleet purſued its courſe.

Report

Report of the marines and convicts under medical treatment, given in to Governor Phillip, June 4th, 1787.

Charlotte,	—	Marines	4
		Convicts	16
Alexander,	—	Marines	2
		Convicts	26
Scarborough,	—	Marine	1
		Convicts	9
Friendſhip,	—	Convicts	13
Lady Penrhyn,		Convicts	11
Prince of Wales,		Marines	2
		Convicts	7
Total		Marines	9
		Convicts	72

Convicts dead ſince the firſt embarkation	21
Children of convicts	3

Of theſe only fifteen, and one child, had died ſince the departure from Spithead.

CHAPTER IV.

Attempt to put in at Port Praya—Relinquiſhed—Weather—Sail for Rio de Janeiro—Reaſons for touching at a South American port—The Fleet paſſes the Line—Arrives at Rio de Janeiro—Account of that Place—Tranſactions there—Departure.

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VEGETABLES not having been ſo plentiful at Santa Cruz as to afford a ſufficient ſupply, it was the intention of Governor Phillip to anchor for about twenty-four hours in the Bay of Port Praya. The iſlands on this ſide of the Atlantic, ſeem as if expreſsly placed to facilitate the navigation to and from the Cape of Good Hope: by offering to veſſels, without any material variation from their courſe, admirable ſtations for ſupply and refreſhment. About latitude 40, north, the Azores; in 33, the Madeiras; between 29 and 27, the Canaries; and between 18 and 16, the Iſlands of Cape Verd, ſucceſſively offer themſelves to the voyager, affording abundantly every ſpecies of accommodation his circumſtances can require. On the Southern ſide of the Equator, a good harbour and abundance of turtles give ſome conſequence even to the little

little barren iſland of Aſcenſion; and St. Helena, by the induſtry of the Engliſh ſettlers, has become the ſeat of plenty and of elegance. Without the aſſiſtance derived, in going or returning, from ſome of theſe places, the interval of near forty degrees on each ſide of the line, in a ſea expoſed to violent heat, and ſubject to tedious calms, would be ſufficient to diſcourage even the navigators of the eighteenth century.

June 18th, 1787. On the 18th of June, the fleet came in ſight of the Cape Verd Iſlands, and was directed by ſignal to ſteer for St. Jago. But the want of favourable wind, and the oppoſition of a ſtrong current making it probable that all the ſhips would not be able to get into the Bay, the Governor thought it beſt to change his plan. The ſignal for anchoring was hauled down, and the ſhips were directed to continue their firſt courſe; a circumſtance of much diſappointment to many individuals on board, who, as is natural in long voyages, were eager on every occaſion to enjoy the refreſhments of the ſhore. As an additional incitement to ſuch wiſhes, the weather had now become hot; the thermometer ſtood at 82°, which, though not an immoderate heat for a tropical climate, is ſufficient to produce conſiderable annoyance. But, unmoved by any conſideration except that of expedience, Governor Phillip perſiſted in conducting his ſhips

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to their next intended ſtation, the harbour of Rio de Janeiro.

It may appear perhaps, on a ſlight conſideration, rather extraordinary, that veſſels bound to the Cape of Good Hope ſhould find it expedient to touch at a harbour of South America. To run acroſs the Atlantic, and take as a part of their courſe, that coaſt, the very exiſtence of which was unknown to the firſt navigators of theſe ſeas, ſeems a very circuitous method of performing the voyage. A little examination will remove this apparent difficulty. The calms ſo frequent on the African ſide, are of themſelves a ſufficient cauſe to induce a navigator to keep a very weſterly courſe; and even the iſlands at which it is ſo often convenient to touch will carry him within a few degrees of the South American coaſt.—The returning tracks of Captain Cooks's three voyages all run within a very ſmall ſpace of the 45th degree of weſt longitude, which is even ten degrees further to the weſt than the extremity of Cape St. Roque: and that courſe appears to have been taken voluntarily, without any extraordinary inducement. But in the latitudes to which Governor Phillip's ſquadron had now arrived, the old and new continent approach ſo near to each other, that in avoiding the one it becomes neceſſary to run within a very moderate diſtance of the oppoſite land.

In

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In the paſſage from the *Cape Verd Iſlands*, the fleet ſuffered for ſome time the inconvenience of great heat, attended by heavy rains. The heat, however, did not at any time exceed the point already ſpecified,* and the precautions unremittingly obſerved in all the ſhips happily continued efficacious in preventing any violent ſickneſs. Nor did the oppreſſion of the hot weather continue ſo long as in theſe latitudes might have been expected; for before they reached the equator the temperature had become much more moderate.

July 5th, 1787.

On July 5, 1787, being then in long. 26° 10′ weſt from Greenwich, the Botany Bay fleet paſſed from the Northern into the Southern Hemiſphere. About three weeks more of very favourable and pleaſant weather conveyed them to Rio de Janeiro. On the 5th of Auguſt they anchored off the harbour, and on the evening of the 6th were at their ſtation within it. The land of Cape Frio had been diſcovered ſome days before, but a deficiency of wind from that time a little ſlackened their courſe.

Aug. 5th and 6th, 1787.

Rio de Janeiro, or *January River*, ſo called becauſe diſcovered by Dias de Solis on the feaſt of St. Januarius,

* 82°, 51. It is not unuſual in England, to have the thermometer, for a day or two in a ſummer, at 81°.

(Sept.

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(Sept. 19) 1525, is not in fact a river, though its name denotes that it was then ſuppoſed to be ſo: it is an arm of the ſea, into which a conſiderable number of ſmall rivers deſcends.

The city of Rio de Janeiro, called by ſome writers St. Sebaſtian, from the name of its tutelar patron, is ſituated on the weſt ſide of this bay, within leſs than a degree of the tropic of Capricorn, and about 43° weſt of Greenwich. It is at preſent the capital of all Braſil, and has been for ſome time the reſidence of the Viceroy. Theſe diſtinctions it obtained in preference to St. Salvador, which was formerly the capital, by means of the diamond mines diſcovered in its vicinity, in the year 1730. The place increaſing rapidly by the wealth thus brought to it, was fortified and put under the care of a governor in 1738. The port is one of the fineſt in the world, very narrow at the entrance, and within capacious enough to contain more ſhips than ever were aſſembled at one ſtation. It has ſoundings from twenty to one hundred and twenty fathoms. A hill ſhaped like a ſugar loaf, ſituated on the weſt ſide, marks the proper bearing for entering the harbour: the ſituation of which is fully pointed out at the diſtance of two leagues and a half by ſome ſmall iſlands, one of which, called *Rodonda*, is very high, and in form not unlike a haycock. The mouth

mouth of the harbour is defended by forts, particularly two, called *Santa Cruz* and *Lozia*; and the uſual anchorage within it is before the city, north of a ſmall iſland named *Dos Cobras*.

There are in this port eſtabliſhed fees, which are paid by all merchant ſhips, Portugueſe as well as ſtrangers: 3*l.* 12*s.* each on entering the bay, the ſame on going out, and 5*s.* 6*d.* a day while they remain at anchor. The entrance fee was demanded for the tranſports in this expedition, but when Governor Phillip had alledged that they were loaded with King's ſtores, the payment was no more inſiſted upon. Nevertheleſs, the Captain of the Port gave his attendance, with his boat's crew, to aſſiſt the ſhips in coming in, there being at that time only a light air, hardly ſufficient to carry them up the bay.

In the narrative of Captain Cook's Voyage in 1768, we find, on his arrival at this place, great appearance of ſuſpicion on the part of the Viceroy, harſh prohibitions of landing, even to the gentlemen employed in philoſophical reſearches, and ſome proceedings rather of a violent nature. The reception given by the preſent Viceroy to Governor Phillip and his officers was very different: it was polite and flattering to a great degree, and free from every tincture of jealous caution.

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Don *Lewis de Varconcellos*, the reigning Viceroy, belongs to one of the nobleſt families in Portugal; is brother to the Marquis of *Caſtello Methor*, and to the Count of *Pombeiro*. Governor Phillip, who ſerved for ſome years as a Captain in the Portugueſe navy, and is deſervedly much honoured by that nation, was not perſonally unknown to the Viceroy, though known in a way which, in a leſs liberal mind, might have produced very different diſpoſitions. There had been ſome difference between them, on a public account, in this port, when Governor Phillip commanded the Europe: each party had acted merely for the honour of the nation to which he belonged, and the Viceroy, with the true ſpirit of a man of honour, far from reſenting a conduct ſo ſimilar to his own, ſeemed now to make it his object to obliterate every recollection of offence. As ſoon as he was fully informed of the nature of Governor Phillip's commiſſion, he gave it out in orders to the garriſon that the ſame honours ſhould be paid to that officer as to himſelf. This diſtinction the Governor modeſtly wiſhed to decline, but was not permitted. His officers were all introduced to the Viceroy, and were, as well as himſelf, received with every poſſible mark of attention to them, and regard for their country. They were allowed to viſit all parts of the city, and even to make excurſions as far as five miles into the country, entirely unattended: an indulgence very unuſual to ſtrangers, and conſidering

what we read of the jealouſy of the Portugueſe Government reſpecting its diamond mines, the more extraordinary.

Proviſions were here ſo cheap, that notwithſtanding the allowance of meat was fixed by Governor Phillip at twenty ounces a day, the men were victualled completely, rice, freſh vegetables, and firing included, at three-pence three-farthings a head. Wine was not at this ſeaſon to be had, except from the retail dealers, leſs was therefore purchaſed than would otherwiſe have been taken. Rum, however, was laid in; and all ſuch ſeeds and plants procured as were thought likely to flouriſh on the coaſt of New South Wales, particularly coffee, indigo, cotton, and the cochineal fig.* As a ſubſtitute for bread, if it ſhould become ſcarce, one hundred ſacks of caſſada were purchaſed at a very advantageous price.

Caſſada, the bread of thouſands in the tropical climates, affords one of thoſe inſtances in which the ingenuity of man might be ſaid to triumph over the intentions of nature, were it not evidently the deſign of Providence that we ſhould in all ways exert our invention and ſagacity to the utmoſt, for our own ſecurity and ſupport. It is the root of a ſhrub called *Caſſada*, or *Caſſava Jatropha*, and in its crude ſtate is highly poiſonous. By

* *Cactus Cochinilifer*, of Linnæus.

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waſhing, preſſure, and evaporation, it is deprived of all its noxious qualities, and being formed into cakes becomes a ſalubrious and not an unpalatable ſubſtitute for bread.

By the indulgence of the Viceroy, the deficiency in the military ſtores obſerved at the departure of the tranſports from England, was made up by a ſupply purchaſed from the Royal arſenal; nor was any aſſiſtance withheld which either the place afforded, or the ſtores of government could furniſh.

The circumſtances, which in this place moſt aſtoniſh a ſtranger, and particularly a Proteſtant, are, the great abundance of images diſperſed throughout the city, and the devotion paid to them. They are placed at the corner of almoſt every ſtreet, and are never paſſed without a reſpectful ſalutation; but at night they are conſtantly ſurrounded by their reſpective votaries, who offer up their prayers aloud, and make the air reſound in all quarters with the notes of their hymns. The ſtrictneſs of manners in the inhabitants is not ſaid to be at all equivalent to the warmth of this devotion; but in all countries and climates it is found much eaſier to perform external acts of reputed piety, than to acquire the internal habits ſo much more eſſential. It muſt be owned, however, that our people did not find the ladies ſo indulgent as ſome voyagers have repreſented them.

It was near a month before Governor Phillip could furniſh his ſhips with every thing which it was neceſſary they ſhould now procure. At length, on the 4th of September he weighed anchor, and as he paſſed the fort, received from the Viceroy the laſt compliment it was in his power to pay, being ſaluted with twenty-one guns. The ſalute was returned by an equal number from the Sirius; and thus ended an intercourſe honourable to both nations, and particularly to the principal officer employed in the ſervice of each.

September 4, 1787.

CHAPTER V.

Proſperous paſſage from Rio to the Cape—Account of the Harbours there—The Cape of Good Hope not the moſt Southern point—Height of Table Mountain and others—Supineneſs of the European nations in neglecting to occupy the Cape—Live ſtock laid in—Departure—Separation of the fleet—Arrival of the Supply at Botany Bay.

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September 4, 1787.

A Proſperous courſe by ſea, like a ſtate of profound peace and tranquility in civil ſociety, though moſt advantageous to thoſe who enjoy it, is unfavourable to the purpoſes of narration. The ſtriking facts which the writer exerts himſelf to record, and the reader is eager to peruſe, ariſe only from difficult ſituations: uniform proſperity is deſcribed in very few words. Of this acceptable but unproductive kind was the paſſage of the Botany Bay fleet from Rio de Janeiro to the Cape of Good Hope; uniformly favourable, and not marked by any extraordinary incidents. This run, from about lat. 22° ſouth, long. 43 weſt of London, to lat. 34° ſouth, long. 18° eaſt of London, a diſtance of about four thouſand

miles, was performed in thirty-nine days: for having left Rio on the 4th of September, on the 13th of October the ſhips came to anchor in Table Bay. Here they were to take their final refreſhment, and lay in every kind of ſtock with which they were not already provided. In this period no additional lives had been loſt, except that of a ſingle convict belonging to the *Charlotte* tranſport, who fell accidentally into the ſea, and could not by any efforts be recovered.

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October 13, 1787.

Table Bay, on the north-weſt ſide of the Cape of Good Hope, is named from the Table Mountain, a promontory of conſiderable elevation, at the foot of which, and almoſt in the centre of the Bay, ſtands Cape Town, the principal Dutch ſettlement in this territory. This Bay cannot properly be called a port, being by no means a ſtation of ſecurity; it is expoſed to all the violence of the winds which ſet into it from the ſea; and is far from ſufficiently ſecured from thoſe which blow from the land. The guſts which deſcend from the ſummit of Table Mountain are ſufficient to force ſhips from their anchors, and even violently to annoy perſons on the ſhore, by deſtroying any tents or other temporary edifices which may be erected, and raiſing clouds of fine duſt, which produce very troubleſome effects. A gale of this kind, from the ſouth-eaſt, blew for three days ſucceſſively when Capt. Cook lay here in his firſt voyage, at which time, he informs us, the Reſolution was the only

ſhip

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ſhip in the harbour that had not dragged her anchors. The ſtorms from the ſea are ſtill more formidable; ſo much ſo, that ſhips have frequently been driven by them from their anchorage, and wrecked at the head of the Bay. But theſe accidents happen chiefly in the *quaade mouſſon*, or winter months, from May 14 to the ſame day of Auguſt; during which time few ſhips venture to anchor here. Our fleet, arriving later, lay perfectly unmoleſted as long as it was neceſſary for it to remain in this ſtation.

Falſe Bay, on the ſouth-eaſt ſide of the Cape, is more ſecure than Table Bay, during the prevalence of the north-weſt winds, but ſtill leſs ſo in ſtrong gales from the ſouth-eaſt. It is however leſs frequented, being twenty-four miles of very heavy road diſtant from Cape Town, whence almoſt all neceſſaries muſt be procured. The moſt ſheltered part of Falſe Bay is a receſs on the weſt ſide, called Simon's Bay.

The Cape of Good Hope, though popularly called, and perhaps pretty generally eſteemed ſo, is not in truth the moſt ſouthern point of Africa. The land which projects furtheſt to the ſouth is a point to the eaſt of it, called by the Engliſh Cape *Lagullus*; a name corrupted from the original Portugueze *das Agulhas*, which, as well as the French appellation *des Aiguilles*, is deſcriptive of its form, and would rightly be tranſlated *Needle Cape*. Three eminences, divided by very narrow paſſes, and appear-

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ing in a diſtant view like three ſummits of the ſame mountain, ſtand at the head of Table Bay.—They are however of different heights, by which difference, as well as by that of their ſhape, they may be diſtinguiſhed. Table Mountain is ſo called from its appearance, as it terminates in a flat horizontal ſurface, from which the face of the rock deſcends almoſt perpendicularly. This mountain riſes to about 3567 feet above the level of the ſea. *Devil's Head*, called alſo *Charles mountain*, is ſituated to the eaſt of the former, and is not above 3368 feet in height; and on the weſt ſide of Table Mountain, *Lion's Head*, whoſe name is alſo meant to be deſcriptive, does not exceed 2764 feet. In the neighbourhood of the latter lies *Conſtantia*, a diſtrict conſiſting of two farms, wherein the famous wines of that name are produced.

Our voyagers found proviſions leſs plentiful and leſs reaſonable in price at Cape Town than they had been taught to expect. Board and lodging, which are to be had only in private houſes, ſtood the officers in two rix-dollars a day, which is near nine ſhillings ſterling. This town, the only place in the whole colony to which that title can be applied with propriety, is of no great extent; it does not in any part exceed two miles: and the country, colonized here by the Dutch, is in general ſo unfavourable to cultivation, that it is not without ſome aſtoniſhment that we find them able to raiſe proviſions from it in ſufficient abundance to ſupply themſelves, and the

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the ſhips of ſo many nations which conſtantly reſort to the Cape.

When we conſider the vaſt advantages derived by the Dutch coloniſts from this traffic, and the almoſt indiſpenſible neceſſity by which navigators of all nations are driven to ſeek refreſhment there, it cannot but appear extraordinary, that from the diſcovery of the Cape in 1493, by Barthelemi Diaz, to the year 1650, when, at the ſuggeſtion of John Van Riebeck, the firſt Dutch colony was ſent, a ſpot ſo very favourable to commerce and navigation ſhould have remained unoccupied by Europeans. Perhaps all the perſeverance of the Dutch character was neceſſary even to ſuggeſt the idea of maintaining an eſtabliſhment in a ſoil ſo burnt by the ſun, and ſo little diſpoſed to repay the toil of the cultivator. The example and ſucceſs of this people may ſerve, however, as an uſeful inſtruction to all who in great undertakings are deterred by trifling obſtacles; and who, rather than contend with difficulties, are inclined to relinquiſh the moſt evident advantages.

But though the country near the Cape had not charms enough to render it as pleaſing as that which ſurrounds Rio de Janeiro, yet the Governor, Mynheer Van Graaffe, was not far behind the Viceroy of Brazil in attention to the Engliſh officers. They were admitted to his table, where

where they were elegantly entertained, and had reaſon to be pleaſed in all reſpects with his behaviour and diſpoſition. Yet the minds of his people were not at this time in a tranquil ſtate; the accounts from Holland were ſuch as occaſioned much uneaſineſs, and great preparations were making at the fort, from apprehenſion of a rupture with ſome other power.

In the courſe of a month, the live ſtock and other proviſions were procured; and the ſhips, having on board not leſs than five hundred animals of different kinds, but chiefly poultry, put on an appearance which naturally enough excited the idea of Noah's ark. This ſupply, conſidering that the country had previouſly ſuffered from a dearth, was very conſiderable; but it was purchaſed of courſe at a higher expence conſiderably than it would have been in a time of greater plenty.

On the 12th of November the fleet ſet ſail, and was for many days much delayed by ſtrong winds from the ſouth-eaſt. On the 25th, being then only 80 leagues to the eaſtward of the Cape, Governor Phillip left the Sirius and went on board the Supply tender; in hopes, by leaving the convoy, to gain ſufficient time for examining the country round Botany Bay, ſo as to fix on the ſituation moſt eligible for the colony, before the tranſports ſhould arrive. At the ſame time he ordered

12th Novem. 1787.

25th Novem. 1787.

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the agents for the tranſports, who were in the Alexander, to ſeparate themſelves from the convoy with that ſhip, the Scarborough and Friendſhip, which, as they were better ſailors than the reſt, might reaſonably be expected ſooner: in which caſe, by the labour of the convicts they had on board, much might be done in making the neceſſary preparations for landing the proviſions and ſtores.

Major Roſs, the Commandant of Marines, now left the Sirius, and went on board the Scarborough, that he might accompany that part of the detachment which probably would be landed firſt. Captain Hunter, in the Sirius, was to follow with the ſtore-ſhips, and the remainder of the tranſports; and he had the neceſſary inſtructions for his future proceedings, in caſe the Supply had met with any accident. Lieutenant Gidley King, ſince appointed Commandant of Norfolk Iſland, accompanied Governor Phillip in the Supply.

3d January, 1787. From this time to the 3d of January, 1788, the winds were as favourable as could be wiſhed, blowing generally in very ſtrong gales from the north-weſt, weſt, and ſouth-weſt. Once only the wind had ſhifted to the eaſt, but continued in that direction not more than a few hours. Thus aſſiſted, the Supply, which ſailed but very indifferently, and turned out, from what ſhe had ſuffered

ſuffered in the voyage, to be hardly a ſafe conveyance, performed in fifty-one days a voyage of more than ſeven thouſand miles. On the day abovementioned ſhe was within ſight of the coaſt of New South Wales. But the winds then became variable, and a current, which at times ſet very ſtrongly to the ſouthward, ſo much impeded her courſe, that it was not till the 18th that ſhe arrived at Botany Bay.

CHAPTER VI.

First interview with the natives—the bay examined—arrival of the whole fleet—Port Jackson examined—second interview with the natives—and third—Governor Phillip returns to Botany Bay—and gives orders for the evacuation of it.

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Jan. 18th, 1788.

AT the very first landing of Governor Phillip on the shore of Botany Bay, an interview with the natives took place. They were all armed, but on seeing the Governor approach with signs of friendship, alone and unarmed, they readily returned his confidence by laying down their weapons. They were perfectly devoid of cloathing, yet seemed fond of ornaments, putting the beads and red baize that were given them, on their heads or necks, and appearing pleased to wear them. The presents offered by their new visitors were all readily accepted, nor did any kind of disagreement arise while the ships remained in Botany Bay. This very pleasing effect was produced in no small degree by the personal address, as well as by the great care and attention of the Governor. Nor were the orders which enforced

enforced a conduct ſo humane, more honourable to the perſons from whom they originated, than the punctual execution of them was to the officers ſent out: it was evident that their wiſhes coincided with their duty; and that a ſanguinary temper was no longer to diſgrace the European ſettlers in countries newly diſcovered. CHAP. VI.

The next care after landing was the examination of the bay itſelf, from which it appeared that, though extenſive, it did not afford a ſhelter from the eaſterly winds: and that, in conſequence of its ſhallowneſs, ſhips even of a moderate draught, would always be obliged to anchor with the entrance of the bay open, where they muſt be expoſed to a heavy ſea, that rolls in whenever it blows hard from the eaſtward.

Several runs of freſh water were found in different parts of the bay, but there did not appear to be any ſituation to which there was not ſome very ſtrong objection. In the northern part of it is a ſmall creek, which runs a conſiderable way into the country, but it has water only for a boat, the ſides of it are frequently overflowed, and the low lands near it are a perfect ſwamp. The weſtern branch of the bay is continued to a great extent, but the officers ſent to examine it could not find there any ſupply of freſh water, except in very ſmall drains.

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Point Sutherland offered the moſt eligible ſituation, having a run of good water, though not in very great abundance. But to this part of the harbour the ſhips could not approach, and the ground near it, even in the higher parts, was in general damp and ſpungy. Smaller numbers might indeed in ſeveral ſpots have found a comfortable reſidence, but no place was found in the whole circuit of Botany Bay which ſeemed at all calculated for the reception of ſo large a ſettlement. While this examination was carried on, the whole fleet had arrived. The Supply had not ſo much outſailed the other ſhips as to give Governor Phillip the advantage he had expected in point of time. On the 19th of January, the Alexander, Scarborough, and Friendſhip, caſt anchor in Botany Bay; and on the 20th, the Sirius, with the remainder of the convoy*. Theſe ſhips had all continued very healthy; they had not, however, yet arrived at their final ſtation.

The openneſs of this bay, and the dampneſs of the ſoil, by which the people would probably be rendered unhealthy, had already determined the Governor to ſeek another ſituation. He reſolved, therefore, to examine Port Jackſon, a bay mentioned by Captain Cook as immediately to the north of this. There he hoped to find,

* The annexed view of Botany Bay, repreſents the Supply, &c. at anchor, and the Sirius with her convoy coming into the bay.

not

W. Chawley delen.t

T. Medland sculp.t

A VIEW OF BOTANY BAY.

Published June 17. 1789, by J. Stockdale

not only a better harbour, but a fitter place for the eſtabliſhment of his new government. But that no time might be loſt, in caſe of a diſappointment in theſe particulars, the ground near Point Sutherland was ordered immediately to be cleared, and preparations to be made for landing, under the direction of the Lieutenant Governor.

Theſe arrangements having been ſettled, Governor Phillip prepared to proceed to the examination of Port Jackſon: and as the time of his abſence, had he gone in the Supply, muſt have been very uncertain, he went round with three boats; taking with him Captain Hunter and ſeveral other officers, that by examining ſeveral parts of the harbour at once the greater diſpatch might be made. On the 22d of January they ſet out upon this expedition, and early in the afternoon arrived at Port Jackſon, which is diſtant about three leagues. Here all regret ariſing from the former diſappointments was at once obliterated; and Governor Phillip had the ſatisfaction to find one of the fineſt harbours in the world, in which a thouſand ſail of the line might ride in perfect ſecurity.

22d January, 1788.

The different coves of this harbour were examined with all poſſible expedition, and the preference was given to one which had the fineſt ſpring of water, and

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in which ſhips can anchor ſo cloſe to the ſhore, that at a very ſmall expence quays may be conſtructed at which the largeſt veſſels may unload. This cove is about half a mile in length, and a quarter of a mile acroſs at the entrance. In honour of Lord Sydney, the Governor diſtinguiſhed it by the name of *Sydney Cove*.

On the arrival of the boats at Port Jackſon, a ſecond party of the natives made its appearance near the place of landing. Theſe alſo were armed with lances, and at firſt were very vociferous; but the ſame gentle means uſed towards the others eaſily perſuaded theſe alſo to diſcard their ſuſpicions, and to accept whatſoever was offered. One man in particular, who appeared to be the chief of this tribe, ſhewed very ſingular marks both of confidence in his new friends, and of determined reſolution. Under the guidance of Governor Phillip, to whom he voluntarily intruſted himſelf, he went to a part of the beach where the men belonging to the boats were then boiling their meat: when he approached the marines, who were drawn up near that place, and ſaw that by proceeding he ſhould be ſeparated from his companions, who remained with ſeveral of the officers at ſome diſtance, he ſtopped, and with great firmneſs, ſeemed by words and geſtures to threaten revenge if any advantage ſhould be taken of his ſituation. He then went on with perfect calmneſs to examine what was boiling

boiling in the pot, and by the manner in which he expreſſed his admiration, made it evident that he intended to profit by what he ſaw. Governor Phillip contrived to make him underſtand that large ſhells might conveniently be uſed for the ſame purpoſe, and it is probable that by theſe hints, added to his own obſervation, he will be enabled to introduce the art of boiling among his countrymen. Hitherto they appear to have known no other way of dreſſing food than broiling. Their methods of kindling fire are probably very imperfect and laborious, for it is obſerved that they uſually keep it burning, and are very rarely ſeen without either a fire actually made, or a piece of lighted wood, which they carry with them from place to place, and even in their canoes.* The perpetual fires, which in ſome countries formed a part of the national religion, had perhaps no other origin than a ſimilar inability to produce it at pleaſure; and if we ſuppoſe the original flame to have been kindled by lightning, the fiction of its coming down from heaven will be found to deviate very little from the truth.

In paſſing near a point of land in this harbour, the boats were perceived by a number of the natives, twenty of whom waded into the water unarmed, received what

* In Hawkſw. Voy. vol. iii. p. 234, it is ſaid that they produce fire with great facility, &c. which account is the more correct, time will probably ſhow.

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was offered them, and examined the boat with a curioſity which impreſſed a higher idea of them than any former accounts of their manners had ſuggeſted. This confidence, and manly behaviour, induced Governor Phillip, who was highly pleaſed with it, to give the place the name of *Manly Cove*. The ſame people afterwards joined the party at the place where they had landed to dine. They were then armed, two of them with ſhields and ſwords, the reſt with lances only. The ſwords were made of wood, ſmall in the gripe, and apparently leſs formidable than a good ſtick. One of theſe men had a kind of white clay rubbed upon the upper part of his face, ſo as to have the appearance of a maſk. This ornament, if it can be called ſuch, is not common among them, and is probably aſſumed only on particular occaſions, or as a diſtinction to a few individuals. One woman had been ſeen on the rocks as the boats paſſed, with her face, neck and breaſts thus painted, and to our people appeared the moſt diſguſting figure imaginable; her own countrymen were perhaps delighted by the beauty of the effect.

During the preparation for dinner the curioſity of theſe viſitors rendered them very troubleſome, but an innocent contrivance altogether removed the inconvenience. Governor Phillip drew a circle round the place where the Engliſh were, and without much difficulty

made the natives underſtand that they were not to paſs that line; after which they ſat down in perfect quietneſs. Another proof how tractable theſe people are, when no inſult or injury is offered, and when proper means are to influence the ſimplicity of their minds. CHAP. VI.

On the 24th of January, Governor Phillip having ſufficiently explored Port Jackſon, and found it in all reſpects highly calculated to receive ſuch a ſettlement as he was appointed to eſtabliſh, returned to Botany Bay. On his arrival there, the reports made to him, both of the ground which the people were clearing, and of the upper parts of the Bay, which in this interval had been more particularly examined, were in the greateſt degree unfavourable. It was impoſſible after this to heſitate concerning the choice of a ſituation; and orders were accordingly iſſued for the removal of the whole fleet to Port Jackſon. January 24th, 1788.

That Botany Bay ſhould have appeared to Captain Cook in a more advantageous light than to Governor Phillip, is not by any means extraordinary. Their objects were very different; the one required only ſhelter and refreſhment for a ſmall veſſel, and during but a ſhort time: the other had great numbers to provide for, and was neceſſitated to find a place wherein ſhips of very conſi-

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derable burthen might approach the ſhore with eaſe, and lie at all times in perfect ſecurity. The appearance of the place is pictureſque and pleaſing, and the ample harveſt it afforded, of botanical acquiſitions, made it intereſting to the philoſophical gentlemen engaged in that expedition; but ſomething more eſſential than beauty of appearance, and more neceſſary than philoſophical riches, muſt be ſought in a place where the permanent reſidence of multitudes is to be eſtabliſhed.

CHAPTER VII.

Removal from Botany Bay—Arrival of two French ſhips—Account of them—Preparations for encampment—Difficulties—Scurvy breaks out—Account of the red and yellow gum trees.

PREPARATIONS for a general removal were now made with all convenient expedition: but on the morning of the 24th the greateſt aſtoniſhment was ſpread throughout the fleet by the appearance of two ſhips, under French colours. In this remote region viſitors from Europe were very little expected, and their arrival, while the cauſe of it remained unknown, produced in ſome minds a temporary apprehenſion, accompanied by a multiplicity of conjectures, many of them ſufficiently ridiculous. Governor Phillip was the firſt to recollect that two ſhips had been ſent out ſome time before from France for the purpoſe of diſcovery, and rightly concluded theſe to be the ſame. But as the oppoſition of the wind, and a ſtrong current prevented them at preſent from working into the harbour, and even drove them out of ſight again to the ſouth, he did not think proper

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January 24, 1788.

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to delay his departure for the ſake of making further enquiry.

January 25th, 1788.

On the 25th of January therefore, ſeven days after the arrival of the Supply, Governor Phillip quitted Botany Bay in the ſame ſhip, and ſailed to Port Jackſon. The reſt of the fleet, under convoy of the Sirius, was ordered to follow, as ſoon as the abatement of the wind, which then blew a ſtrong gale, ſhould facilitate its working out of the Bay. The Supply was ſcarcely out of ſight when the French ſhips again appeared off the mouth of the harbour, and a boat was immediately ſent to them, with offers of every kind of information and aſſiſtance their ſituation could require. It was now learnt that theſe were, as the Governor had ſuppoſed, the *Bouſſole* and the *Aſtrolabe*, on a voyage of diſcovery, under the conduct of Monſieur La Perouſe.

January 26th, 1788.

On the 26th, the tranſports and ſtore ſhips, attended by the Sirius, finally evacuated Botany Bay; and in a very ſhort time they were all aſſembled in Sydney Cove, the place now deſtined for their port, and for the reception of the new ſettlement. The French ſhips had come to anchor in Botany Bay juſt before the departure of the Sirius; and during the intercourſe which then took place, M. la Perouſe had expreſſed a ſtrong deſire of having ſome letters conveyed to Europe. Governor Phillip

Phillip was no ſooner informed of this, than he diſpatched an officer to him with full information of the time when it was probable our ſhips would ſail, and with aſſurances that his letters ſhould be punctually tranſmitted. By this officer the following intelligence was brought back concerning the voyage of the Aſtrolabe and Bouſſole.

Theſe veſſels had ſailed from France in June 1785. They had touched at the Iſle of Santa Catharina on the coaſt of Braſil, from thence had gone by the extremity of South America into the Pacific Ocean, where they had run along by the coaſts of Chili and California. They had afterwards viſited Eaſter Iſland, Nootka Sound, Cook's River, Kamſchatka, Manilla, the Iſles des Navigateurs, Sandwich and the Friendly Iſlands. M. la Perouſe had alſo anchored off Norfolk Iſland, but could not land, on account of the ſurf. In this long voyage he had not loſt any of his people by ſickneſs; but two boats crews had unfortunately periſhed in a ſurf on the north-weſt coaſt of America; and at Maſuna, one of the Iſles des Navigateurs, M. L'Angle, Captain of the Aſtrolabe, had met with a fate ſtill more unfortunate. That officer had gone aſhore with two long boats for the purpoſe of filling ſome water caſks. His party amounted to forty men, and the natives, from whom the French had received abundance of refreſhments, and with whom they had been uniformly on the beſt terms, did not on their land-

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ing ſhow any ſigns of a change of diſpoſition. Malice unprovoked, and treachery without a motive, ſeem inconſiſtent even with the manners of ſavages; the French officers therefore, confiding in this unbroken ſtate of amity, had ſuffered their boats to lie aground. But whether it were that the friendly behaviour of the natives had proceeded only from fear, or that ſome unknown offence had been given, they ſeized the moment when the men were buſied in getting out the boats, to make an attack equally furious and unexpected. The aſſault was made with ſtones, of which prodigious numbers were thrown with extraordinary force and accuracy of direction. To this treachery M. L'Angle fell a ſacrifice, and with him twelve of his party, officers and men, the long-boats were deſtroyed, and the remainder of thoſe who had gone aſhore eſcaped with difficulty in their ſmall boats. The ſhips in the mean time were under ſail, and having paſſed a point of land that intercepted the view, knew nothing of this melancholy and unaccountable affray till the boats returned. This fatal reſult from too implicit a confidence, may, perhaps very properly, increaſe the caution of Europeans in their commerce with ſavages, but ought not to excite ſuſpicion. The reſentments of ſuch people are ſudden and ſanguinary, and, where the intercourſe of language is wanting, may eaſily be awakened by miſapprehenſion: but it ſeems poſſible to treat them with ſufficient marks

of confidence, without abandoning the guards of prudence. Offence is often given by the men, while the officers are moſt ſtudious to preſerve harmony, and againſt the tranſports of rage which ariſe on ſuch occaſions, it is always neceſſary to be prepared. Perhaps, alſo, a degree of awe ſhould always be kept up, even to preſerve their friendſhip. It has been uniformly remarked by our people, that defenceleſs ſtragglers are generally ill-treated by the natives of New South Wales, while towards parties armed and on their guard, they behave in the moſt amicable manner.

The debarkation was now made at Sydney Cove, and the work of clearing the ground for the encampment, as well as for the ſtorehouſes and other buildings, was begun without loſs of time. But the labour which attended this neceſſary operation was greater than can eaſily be imagined by thoſe who were not ſpectators of it. The coaſt, as well as the neighbouring country in general, is covered with wood; and though in this ſpot the trees ſtood more apart, and were leſs incumbered with underwood than in many other places, yet their magnitude was ſuch as to render not only the felling, but the removal of them afterwards, a taſk of no ſmall difficulty. By the habitual indolence of the convicts, and the want of proper overſeers to keep them to their duty,

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January 26th, 1788.

their labour was rendered leſs efficient than it might have been. In the evening of the 26th the colours were diſplayed on ſhore, and the Governor, with ſeveral of his principal officers and others, aſſembled round the flag-ſtaff, drank the king's health, and ſucceſs to the ſettlement, with all that diſplay of form which on ſuch occaſions is eſteemed propitious, becauſe it enlivens the ſpirits, and fills the imagination with pleaſing preſages. From this time to the end of the firſt week in February all was hurry and exertion. They who gave orders and they who received them were equally occupied; nor is it eaſy to conceive a buſier ſcene than this part of the coaſt exhibited during the continuance of theſe firſt efforts towards eſtabliſhment. The plan of the encampment was quickly formed, and places were marked out for every different purpoſe, ſo as to introduce, as much as poſſible, ſtrict order and regularity. The materials and frame work to conſtruct a ſlight temporary habitation for the Governor, had been brought out from England ready formed: theſe were landed and put together with as much expedition as the circumſtances would allow. Hoſpital tents were alſo without delay erected, for which there was ſoon but too much occaſion. In the paſſage from the Cape there had been but little ſickneſs, nor had many died even among the convicts; but ſoon after landing, a dyſentery prevailed, which in ſeveral inſtances

proved fatal, and the ſcurvy began to rage with a virulence which kept the hoſpital tents generally ſupplied with patients. For thoſe afflicted with this diſorder, the advantage of fiſh or other freſh proviſions could but rarely be procured; nor were eſculent vegetables often obtained in ſufficient plenty to produce any material alleviation of the complaint. In the dyſentery, the red gum of the tree which principally abounds on this coaſt, was found a very powerful remedy. The yellow gum has been diſcovered to poſſeſs the ſame property, but in an inferior degree.

The tree which yields the former kind of gum is very conſiderable in ſize, and grows to a great height before it puts out any branches. The red gum is uſually compared to that called *ſanguis draconis*, but differs from it by being perfectly ſoluble in water, whereas the other, being more properly a reſin, will not diſſolve except in ſpirits of wine. It may be drawn from the tree by tapping, or taken out of the veins of the wood when dry, in which it is copiouſly diſtributed. The leaves are long and narrow, not unlike thoſe of a willow. The wood is heavy and fine grained, but being much interſected by the channels containing the gum, ſplits and warps in ſuch a manner as ſoon to become entirely uſeleſs; eſpecially when worked up, as neceſſity

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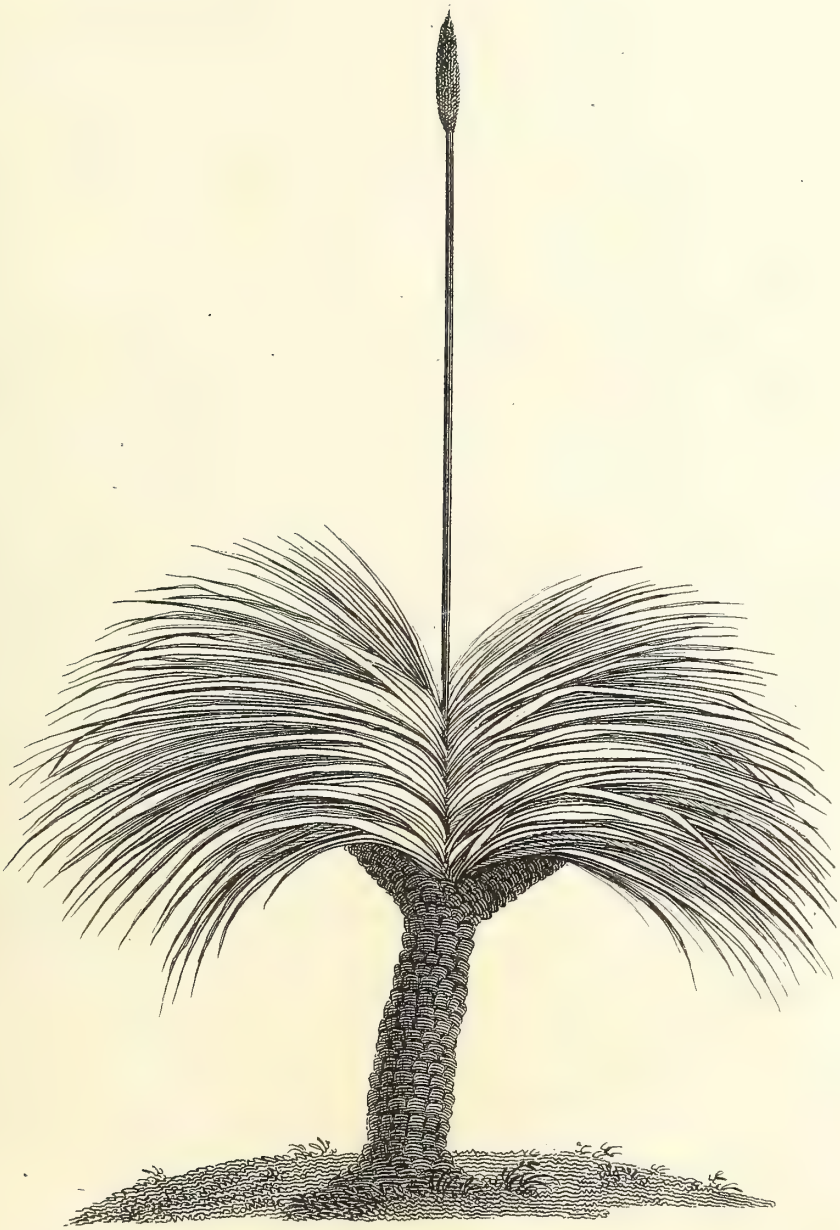
at firſt occaſioned it to be, without having been properly ſeaſoned.

The yellow gum as it is called, is ſtrictly a reſin, not being at all ſoluble in water; in appearance it ſtrongly reſembles gamboge, but has not the property of ſtaining. The plant that produces it is low and ſmall, with long graſſy leaves; but the fructification of it ſhoots out in a ſingular manner from the centre of the leaves, on a ſingle ſtraight ſtem, to the height of twelve or fourteen feet. Of this ſtem, which is ſtrong and light, like ſome of the reed claſs, the natives uſually make their ſpears; ſometimes pointing them with a piece of the ſame ſubſtance made ſharp, but more frequently with bone. The reſin is generally dug up out of the ſoil under the tree, not collected from it, and may perhaps be that which Taſman calls "gum lac of the ground." The form of this plant is very exactly delineated in the annexed plate, and its proportion to other trees may be collected from the plate, entitled, A View in New South Wales, in which many of this ſpecies are introduced.

The month of February was uſhered in by a very violent ſtorm of thunder and rain. The lightning ſtruck and ſhivered a tree, under which a ſhed had been



YELLOW GUM PLANT.

Published June 17. 1789. by J. Stockdale.

erected for ſome ſheep, and five of thoſe animals were at the ſame time unfortunately deſtroyed by it. The encampment ſtill went on with great alacrity, ſo that in the beginning of this month the work of building public ſtorehouſes was undertaken; and unremitting diligence began, though very gradually, to triumph over the obſtacles which the nature of the place preſented.

CHAPTER

CHAPTER VIII.

Deſcription of Port Jackſon and the adjacent country—The Governor's commiſſion read—his Speech—his humane reſolutions reſpecting the Natives—difficulties in erecting huts and other buildings—departure of Lieutenant King to Norfolk Iſland.

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PORT JACKSON was not viſited or explored by Captain Cook; it was ſeen only at the diſtance of between two or three miles from the coaſt: had any good fortune conducted him into that harbour, he would have found it much more worthy of his attention as a ſeaman, than that in which he paſſed a week. Governor Phillip himſelf pronounces it to be a harbour, in extent and ſecurity, ſuperior to any he has ever ſeen: and the moſt experienced navigators who were with him fully concur in that opinion. From an entrance not more than two miles acroſs, Port Jackſon gradually extends into a noble and capacious baſon; having ſoundings ſufficient for the largeſt veſſels, and ſpace to accommodate, in perfect ſecurity, any number that could be aſſembled. It runs chiefly in a weſtern direction, about

R. Cleveley del.

T. Bluttont sculp.

VIEW IN PORT JACKSON.

Published July 13, 1789, by J. Stockdale.

about thirteen miles into the country, and contains not leſs than an hundred ſmall coves, formed by narrow necks of land, whoſe projections afford admirable ſhelter from all winds. Sydney Cove lies on the South ſide of the harbour, between five and ſix miles from the entrance. The necks of land that form the coves are moſtly covered with timber, yet ſo rocky that it is not eaſy to comprehend how the trees could have found ſufficient nouriſhment to bring them to ſo conſiderable a magnitude; but the ſoil between the rocks is very good, and into thoſe ſpaces the principal roots have found their way. The ſoil in other parts of the coaſt immediately about Port Jackſon is of various qualities. That neck of land which divides the ſouth end of the harbour from the ſea is chiefly ſand. Between Sydney Cove and Botany Bay the firſt ſpace is occupied by a wood, in ſome parts a mile and a half, in others three miles acroſs; beyond that, is a kind of heath, poor, ſandy, and full of ſwamps. As far as the eye can reach to the weſtward, the country is one continued wood. The head of the bay in Port Jackſon, ſeemed at firſt to offer ſome advantages of ground, but as it is partly left dry at low water, and as the winds are much obſtructed there by the woods and by the windings of the channel, it was deemed that it muſt probably be unhealthful, till the country can be cleared.

There

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There are ſeveral parts of the harbour in which the trees ſtand at a greater diſtance from each other than in Sydney Cove; ſome of theſe which have ſmall runs of water, and a promiſing ſoil, Governor Phillip purpoſed to cultivate as ſoon as hands could be ſpared; but the advantage of being able to land the ſtores and proviſions with ſo much eaſe, unavoidably determined his choice of a place for the principal ſettlement. Had it been attempted to remove thoſe neceſſaries only one mile from the ſpot where they were landed, the undertaking probably would have been fruitleſs; ſo many were the obſtacles to land carriage. At the head of Sydney Cove, therefore, Governor Phillip had fixed the ſeat of his government; but intent upon providing the beſt and earlieſt accommodation for thoſe who were to be encamped with him; and wholly occupied by the continual neceſſity of giving directions, he had not yet found leiſure for aſſuming regularly his powers and title of Governor. At length the hurry of the firſt preparations gave way to this more tranquil buſineſs.

Feb. 7th, 1788.

The 7th of February, 1788, was the memorable day which eſtabliſhed a regular form of Government on the coaſt of New South Wales. For obvious reaſons, all poſſible ſolemnity was given to the proceedings neceſſary on this occaſion. On a ſpace previouſly cleared, the whole colony was aſſembled; the military drawn up, and under

under arms; the convicts ſtationed apart; and near the perſon of the Governor, thoſe who were to hold the principal offices under him. The Royal Commiſſion was then read by Mr. D. Collins, the Judge Advocate. By this inſtrument Arthur Phillip was conſtituted and appointed Captain General and Governor in Chief in and over the territory, called New South Wales; extending from the northern cape, or extremity of the coaſt, called Cape York, in the latitude of ten degrees, thirty-ſeven minutes ſouth, to the ſouthern extremity of the ſaid territory of New South Wales, or South Cape, in the latitude of forty-three degrees, thirty-nine minutes ſouth, and of all the country inland to the weſtward, as far as the one hundred and thirty-fifth degree of eaſt longitude, reckoning from the meridian of Greenwich, including all the iſlands adjacent in the Pacific Ocean, within the latitudes aforeſaid of 10°. 37′. ſouth, and 43°. 39′. ſouth, and of all towns, garriſons, caſtles, forts, and all other fortifications, or other military works which may be hereafter erected upon the ſaid territory, or any of the ſaid iſlands. The act of Parliament eſtabliſhing the courts of judicature was next read; and laſtly, the patents under the great ſeal, empowering the proper perſons to convene and hold thoſe courts whenever the exigency ſhould require. The Office of Lieutenant Governor was conferred on Major Roſs, of the Marines. A triple diſcharge of muſquetry concluded this part of the ceremony; after which

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Governor Phillip advanced, and addreſſing firſt the private ſoldiers, thanked them for their ſteady good conduct on every occaſion: an honour which was repeated to them in the next general orders. He then turned to the convicts, and diſtinctly explained to them the nature of their preſent ſituation. The greater part, he bade them recollect, had already forfeited their lives to the juſtice of their country: yet, by the lenity of its laws, they were now ſo placed that, by induſtry and good behaviour, they might in time regain the advantages and eſtimation in ſociety of which they had deprived themſelves. They not only had every encouragement to make that effort, but were removed almoſt entirely from every temptation to guilt. There was little in this infant community which one man could plunder from another, and any diſhoneſt attempts in ſo ſmall a ſociety would almoſt infallibly be diſcovered. To perſons detected in ſuch crimes, he could not promiſe any mercy; nor indeed to any who, under their circumſtances, ſhould preſume to offend againſt the peace and good order of the ſettlement. What mercy could do for them they had already experienced; nor could any good be now expected from thoſe whom neither paſt warnings, nor the peculiarities of their preſent ſituation could preſerve from guilt. Againſt offenders, therefore, the rigour of the law would certainly be put in force: while they whoſe behaviour ſhould in any degree promiſe

miſe reformation, might always depend upon encouragement fully proportioned to their deſerts. He particularly noticed the illegal intercourſe between the ſexes as an offence which encouraged a general profligacy of manners, and was in ſeveral ways injurious to ſociety. To prevent this, he ſtrongly recommended marriage, and promiſed every kind of countenance and aſſiſtance to thoſe who, by entering into that ſtate, ſhould manifeſt their willingneſs to conform to the laws of morality and religion. Governor Phillip concluded his addreſs, by declaring his earneſt deſire to promote the happineſs of all who were under his government, and to render the ſettlement in New South Wales advantageous and honourabe to his country.

This ſpeech, which was received with univerſal acclamations, terminated the ceremonial peculiar to the day. Nor was it altogether without its proper effect: For we are informed, that in the courſe of the enſuing week fourteen marriages took place among the convicts. The aſſembly was now diſperſed, and the Governor proceeded to review the troops on the ground cleared for a parade: after which, he gave a dinner to the officers, and the firſt evening of his government was concluded propitiouſly, in good order and innocent feſtivity, amidſt the repetition of wiſhes for its proſperity.

A riſing government could not eaſily be committed to better hands. Governor Phillip appears to hav

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requiſite to enſure the ſucceſs of the undertaking intruſted to him, as far as the qualities of one man can enſure it. Intelligent, active, perſevering with firmneſs to make his authority reſpected, and mildneſs to render it pleaſing, he was determined, if poſſible, to bring even the native inhabitants of New South Wales into a voluntary ſubjection; or at leaſt to eſtabliſh with them a ſtrict amity and alliance. Induced alſo by motives of humanity, it was his determination from his firſt landing, to treat them with the utmoſt kindneſs: and he was firmly reſolved, that, whatever differences might ariſe, nothing leſs than the moſt abſolute neceſſity ſhould ever compel him to fire upon them. In this reſolution, by good fortune, and by his own great addreſs, he has happily been enabled to perſevere. But notwithſtanding this, his intentions of eſtabliſhing a friendly intercourſe have hitherto been fruſtrated. M. De la Peyrouſe,* while he remained in Botany Bay, had ſome quarrel with the inhabitants, which unfortunately obliged him to uſe his fire-arms againſt them: this affair, joined to the ill behaviour of ſome of the convicts, who in ſpite of all prohibitions, and at the riſque of all conſequences, have wandered out among them, has produced a ſhyneſs on their parts which it has not yet been poſſible to remove, though the propereſt means have been taken to regain their confidence. Their

* This is the right form of that officer's name; it was printed otherwiſe in a former paſſage by miſtake.

diſlike

diſlike to the Europeans is probably increaſed by diſcovering that they intend to remain among them, and that they interfere with them in ſome of their beſt fiſhing places, which doubtleſs are, in their circumſtances, objects of very great importance. Some of the convicts who have ſtraggled into the woods have been killed, and others dangerouſly wounded by the natives, but there is great reaſon to ſuppoſe that in theſe caſes the convicts have uſually been the aggreſſors.

As the month of February advanced heavy rains began to fall, which pointed out the neceſſity of procuring ſhelter for the people as ſoon as poſſible. To have expedited this work in the degree which was deſirable a great number of artificers would have been required. But this advantage could not be had. Only ſixteen carpenters could be hired from all the ſhips; among the convicts no more than twelve were of this profeſſion, and of them ſeveral were ſick. Theſe therefore together formed but a ſmall party, in proportion to the work which was to be done. One hundred convicts were added as labourers; but with every effort, it was found impoſſible to complete either the barracks for the men, or the huts for the officers, as ſoon as was deſired. As late as the middle of May theſe were yet unfiniſhed, as well as the hoſpital, and the ſtorehouſe for thoſe proviſions which were not landed at firſt. The Governor himſelf at that time

was

CHAP. VIII. was ſtill lodged in his temporary houſe of canvas, which was not perfectly impervious either to wind or weather.

February 14, 1788. On the 14th of February a party was ſent out in the Supply, to ſettle on a ſmall iſland to the north-weſt of New Zealand, in latitude 29° ſouth, and longitude 168°. 10′. eaſt from London, which was diſcovered and much commended by Captain Cook, and by him named Norfolk Iſland, in honour of the noble family to which that title belongs. To the office of ſuperintendant and commandant of this iſland, and the ſettlement to be made upon it, Governor Phillip appointed Philip Gidley King, ſecond lieutenant of his Majeſty's ſhip Sirius, an officer much eſteemed by him as of great merit in his profeſſion; and highly ſpoken of in his letters as a man, whoſe perſeverance in that or any other ſervice might fully be depended on. As it was known that there were no inhabitants on Norfolk Iſland, there was ſent with Lieut. King only a ſmall detachment, conſiſting of one ſubaltern officer, and ſix marines, a very promiſing young man who was a midſhipman, a ſurgeon,* two men who underſtood the cultivation and dreſſing of flax, with nine men and ſix women convicts. That the nature of this ſettlement may be fully underſtood, a copy of the inſtructions delivered to Mr. King at his departure is ſubjoined to this chapter.

* The ſurgeon's name is Jamiſon, whoſe intelligent letters to Lewis Wolfe, Eſq; were kindly lent to the publiſher, and have afforded much uſeful information.

INSTRUCTIONS

INSTRUCTIONS *for* PHILIP GIDLEY KING, *Eſq*; *Superintendant and Commandant of the Settlement of* NORFOLK ISLAND. CHAP. VIII.

WITH theſe inſtructions you will receive my Commiſſion, appointing you to ſuperintend and command the ſettlement to be formed in Norfolk Iſland, and to obey all ſuch orders as you ſhall from time to time receive from me, his Majeſty's Governor in Chief, and Captain General of the territory of New South Wales and its dependencies, or from the Lieutenant-Governor in my abſence.

You are therefore to proceed in his Majeſty's armed tender Supply, whoſe commander has my orders to receive you, with the men and women, ſtores and proviſions neceſſary for forming the intended ſettlement; and on your landing on Norfolk Iſland you are to take upon you the execution of the truſt repoſed in you, cauſing my commiſſion, appointing you ſuperintendant over the ſaid ſettlement, to be publicly read.

After having taken the neceſſary meaſures for ſecuring yourſelf and people, and for the preſervation of the ſtores and proviſions, you are immediately to proceed to the cultivation of the Flax Plant, which you will find growing

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growing ſpontaneouſly on the iſland: as likewiſe to the cultivation of cotton, corn, and other plants, with the ſeeds of which you are furniſhed, and which you are to regard as public ſtock, and of the increaſe of which you are to ſend me an account, that I may know what quantity may be drawn from the iſland for public uſe, or what ſupplies it may be neceſſary to ſend hereafter. It is left to your diſcretion to uſe ſuch part of the corn that is raiſed as may be found neceſſary; but this you are to do with the greateſt œconomy; and as the corn, flax, cotton, and other grains are the property of the Crown, and as ſuch are to be accounted for, you are to keep an exact account of the increaſe, and you will in future receive directions for the diſpoſal thereof.

You are to inform yourſelf of the nature of the ſoil, what proportion of land you find proper for the cultivation of corn, flax, and cotton, as likewiſe what quantity of cattle may be bred on the iſland, and the number of people you judge neceſſary for the above purpoſe. You will likewiſe obſerve what are the prevailing winds in the different ſeaſons of the year, the beſt anchorage according to the ſeaſon, the riſe and fall of the tides, likewiſe when the dry and rainy ſeaſons begin and end.

You will be furniſhed with a four oared boat, and you are not on any conſideration to build, or to permit

the building of any veſſel or boat whatever that is decked; or of any boat or veſſel that is not decked, whoſe length of keel exceeds twenty feet: and if by any accident any veſſel or boat that exceeds twenty feet keel ſhould be driven on the iſland, you are immediately to cauſe ſuch boat or veſſel to be ſcuttled, or otherwiſe rendered unſerviceable, letting her remain in that ſituation until you receive further directions from me. CHAP. VIII.

You will be furniſhed with ſix months proviſions, within which time you will receive an additional ſupply, but as you will be able to procure fiſh and vegetables, you are to endeavour to make the proviſions you receive ſerve as long as poſſible.

The convicts being the ſervants of the Crown, till the time for which they are ſentenced is expired, their labour is to be for the public; and you are to take particular notice of their general good or bad behaviour, that they may hereafter be employed or rewarded according to their different merits.

You are to cauſe the Prayers of the Church of England to be read with all due ſolemnity every Sunday, and you are to inforce a due obſervance of religion and good order, tranſmitting to me, as often as opportunity offers,

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a full account of your particular ſituation and tranſactions.

You are not to permit any intercourſe or trade with any ſhips or veſſels that may ſtop at the iſland, whether Engliſh or of any other nation, unleſs ſuch ſhips or veſſels ſhould be in diſtreſs, in which caſe you are to afford them ſuch aſſiſtance as may be in your power.

Given under my hand, at Head Quarters in Port Jackſon, New South Wales, this 12th day of February, 1788.

(Signed)

ARTHUR PHILLIP.

CHAPTER IX.

A Criminal Court held—Broken Bay explored by Governor Phillip—Interviews with the Natives—Peculiarities remarked—Friendly behaviour and extraordinary courage of an old man.

GOVERNOR PHILLIP ſoon found with great regret, though doubtleſs without much ſurprize, that in the community committed to his care the ſtrict enforcement of the ſanctions of law was peculiarly neceſſary. There were in it many individuals whom neither lenity could touch, nor rigour terrify; who, with all ſenſe of ſocial duty, appeared to have loſt all value for life itſelf, and with the ſame wantonneſs expoſed themſelves to the darts of the ſavages, and to the ſevere puniſhments which, however reluctantly, every ſociety muſt inflict when milder methods have been tried without ſucceſs. Towards the latter end of February a criminal court was convened, in which ſix of the convicts received ſentence of death. One, who was the head of the gang, was executed the ſame day; of the reſt, one was pardoned; the other four were reprieved, and afterwards exiled to

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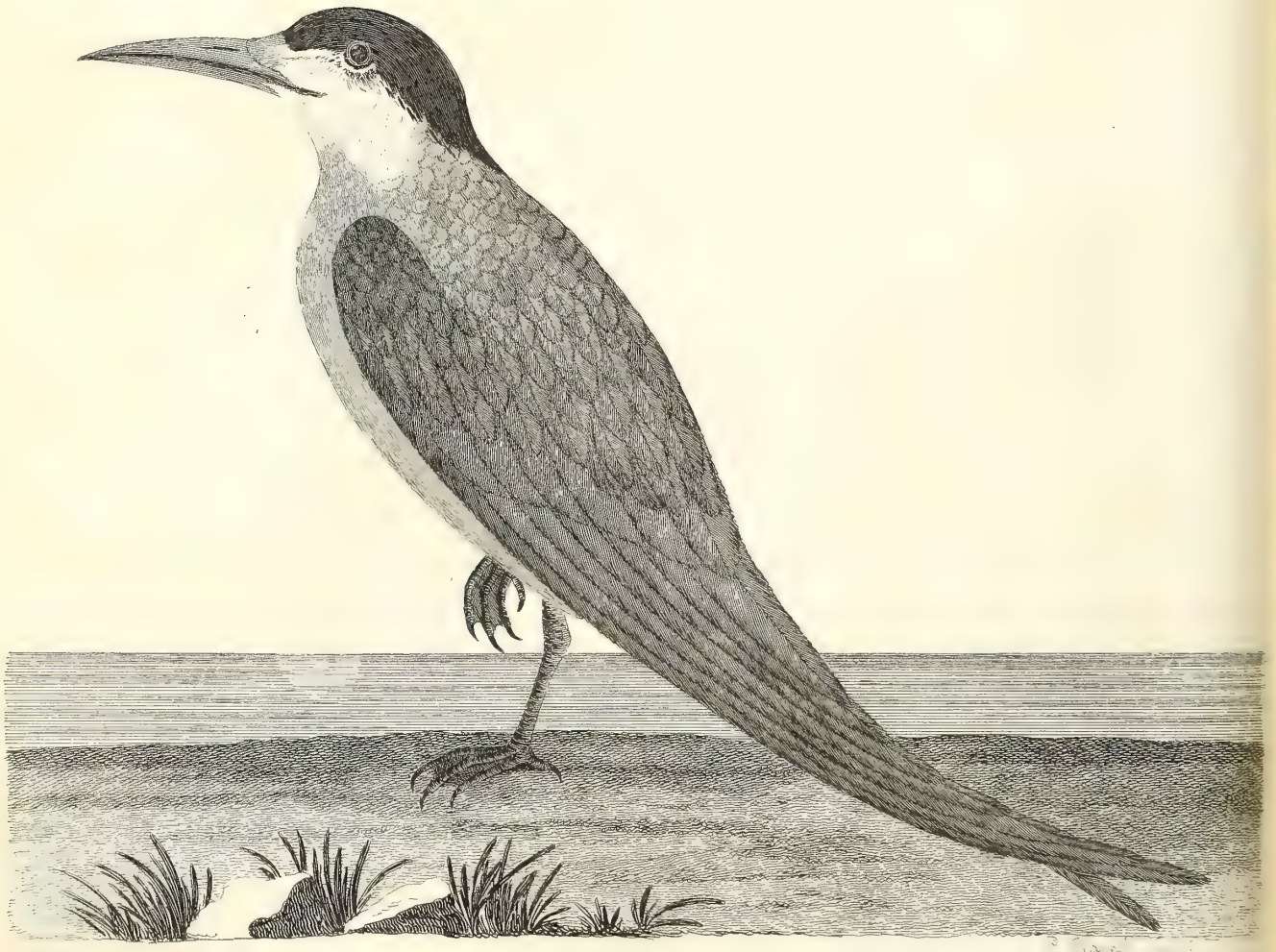
a ſmall iſland within the bay, where they were kept on bread and water. Theſe men had frequently robbed the ſtores, and the other convicts. He who ſuffered, and two others, had been detected in ſtealing from the ſtores the very day that they had received a week's proviſion; at a time when their allowance, as ſettled by the Navy Board, was the ſame as that of the ſoldiers, ſpirituous liquors excepted. So inveterate were their habits of diſhoneſty, that even the apparent want of a motive could not repreſs them.

March 2, 1788.

On the 2d of March Governor Phillip went with a long boat and cutter to examine the broken land, mentioned by Captain Cook, about eight miles to the northward of Port Jackſon, and by him named *Broken Bay*. This bay proved to be very extenſive. The firſt night they ſlept in the boats, within a rocky point in the north-weſt part of the bay, as the natives, though friendly, appeared to be numerous; and the next day, after paſſing a bar that had only water for ſmall veſſels, they entered a very extenſive branch, from which the ebb tide came out ſo ſtrong that the boats could not row againſt it in the ſtream; and here was deep water. This opening appeared to end in ſeveral ſmall branches, and in a large lagoon which could not then be examined, as there was not time to ſeek a channel for the boats among the banks of ſand and mud. Moſt of the land in the



CASPIAN TERN.

Published July 17. 1789. by J. Stockdale.

upper part of this branch was low and full of ſwamps. Pelicans and various other birds were here ſeen in great numbers. Among the reſt an uncommon kind, called then the *Hooded Gull*, and ſuppoſed to be a non deſcript; but it appears from a drawing ſent to England, a plate from which is here inſerted, to be of that ſpecies called by Mr. Latham the *Caſpian Tern*, and is deſcribed by him as the ſecond variety of that ſpecies.* CHAP. IX.

Leaving this north-weſt branch they proceeded acroſs the bay, and went into the ſouth-weſt branch. This is alſo very extenſive; and from it runs a ſecond opening to the weſtward, affording ſhelter for almoſt any number of ſhips. In this part, as far as could then be examined, there is water for veſſels of the greateſt burthen, the ſoundings being at the entrance ſeven fathoms, and in going up ſtill more. Continual rains prevented them from taking a ſurvey. The land here was found much higher than at Port Jackſon, more rocky, and equally covered with timber. Large trees were ſeen growing even on the ſummits of the mountains, which appeared acceſſible only to birds. Immediately round the head-land that forms the ſouthern entrance into the bay, there is a third branch, which Governor Phillip thought the fineſt piece of water he had ever ſeen; and which there-

* Latham's Synopſis of Birds, vol. vi. p. 351.

fore

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fore he thought worthy to be honoured with the name of *Pitt Water*. This, as well as the ſouth-weſt branch, is of ſufficient extent to contain all the navy of Great Britain. But on a narrow bar which runs acroſs the entrance it has only eighteen feet depth at low water. Within the bar there are from ſeven to fifteen fathoms. The land is not ſo high in this part as in the ſouth-weſt branch, and there are ſome good ſituations where the land might be cultivated. Small ſprings of water were ſeen in moſt of the coves, and three caſcades falling from heights, which the rains at that time rendered inacceſſible.

In this excurſion ſome interviews with the natives took place. When the party firſt landed in Broken Bay ſeveral women came down to the beach with the men. One of theſe, a young woman, was very talkative and remarkably cheerful. This was a ſingular inſtance, for in general they are obſerved on this coaſt to be much leſs cheerful than the men, and apparently under great awe and ſubjection. They certainly are not treated with much tenderneſs, and it is thought that they are employed chiefly in the canoes, in which women have frequently been ſeen with very young children at the breaſt. The lively young lady, when ſhe joined the party the ſecond day in her canoe, ſtood up and gave a ſong which was far from

from unpleaſing. The men very readily gave their aſſiſtance to the Engliſh in making a fire, and behaved in the moſt friendly manner. In a bay where Governor Phillip and his company landed to draw the ſeine, a number of the natives again came to them. It was now firſt obſerved by the Governor that the women in general had loſt two joints from the little finger of the left hand. As theſe appeared to be all married women, he at firſt conjectured this privation to be a part of the marriage ceremony; but going afterwards into a hut where were ſeveral women and children, he ſaw a girl of five or ſix years of age whoſe left hand was thus mutilated; and at the ſame time an old woman, and another who appeared to have had children, on both of whom all the fingers were perfect. Several inſtances were afterwards obſerved of women with child, and of others that were evidently wives, who had not loſt the two joints, and of children from whom they had been cut. Whatever be the occaſion of this mutilation, it is performed on females only; and conſidering the imperfection of their inſtruments, muſt be a very painful operation. Nothing has been ſeen in the poſſeſſion of theſe people that is at all calculated for performing ſuch an amputation, except a ſhell fixed to a ſhort ſtick, and uſed generally for pointing their ſpears, or for ſeparating the oyſters from the rocks. More fingers than one are never cut;

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cut; and in every inſtance it is the ſame finger that has ſuffered.*

The men are diſtinguiſhed in a different manner: their fingers are not mutilated, but moſt of them, as other voyagers have obſerved, want the right front tooth in the upper jaw. Governor Phillip having remarked this, pointed out to them that he had himſelf loſt one of his front teeth, which occaſioned a general clamour; and it was thought he derived ſome merit in their opinion from this circumſtance. The perforation of the cartilage that divides the noſtrils, and the ſtrange disfiguring ornament of a long bone or ſtick thruſt through it, was now obſerved, as deſcribed by Captain Cook; and the ſame appellation of *ſprit-ſail* yard, was ludicrouſly applied to it by the ſailors. But ſeveral very old men were ſeen in this excurſion who had not loſt the tooth, nor had their noſes prepared to receive that groteſque appendage: probably, therefore, theſe are marks of diſtinction: ambition muſt have its badges, and where cloaths are not worn, the body itſelf muſt be compelled to bear them.

* In Patterſon's Travels in Africa, lately publiſhed, we are told, that he met with a tribe of Hottentots near Orange River, all of whom had loſt the firſt joint of the little finger: the reaſon they gave for cutting it off was, that it was a cure for a particular ſickneſs to which they were ſubject when young. *Fourth Journey*, p. 117. It would be a curious coincidence of cuſtoms ſhould it be diſcovered that the natives of New Holland do it for any ſimilar reaſon.

Whether

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Whether the ſcars raiſed upon the ſkin were of this kind, or as Captain Cook underſtood by their ſigns, marks of ſorrow for deceaſed friends, could not now be learnt. They are of a very ſingular nature: ſometimes the ſkin is raiſed from the fleſh for ſeveral inches, appearing as if it were filled with wind, and forming a round ſurface of more than a quarter of an inch diameter. Their bodies are ſcarred in various parts, particularly about the breaſt and arms, and frequently on the inſtep. Nor does the head always eſcape; one man in particular, putting aſide the hair on the forepart of his head, ſhowed a ſcar, and then pointing to one on the foot, and to others on different parts of the body, ſeemed to intimate that he thought himſelf much honoured by having theſe marks upon him from head to foot. The women did not appear equally forward to produce the mutilated finger; nor was it always poſſible to aſcertain whether they had loſt the joints or not. For though they made no attempt to ſecrete themſelves, nor ſeemed impreſſed with any idea that one part of the body more requires concealment than another, yet there was a ſhyneſs and timidity among them which frequently kept them at a diſtance. They never would approach ſo readily as the men, and ſometimes would not even land from their canoes, but made ſigns that what was offered ſhould be given to the men. We are not yet enough acquainted with the manners of the

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people to decide whether this reſerve proceeds from the fears of the women, or from the jealouſy of their huſbands, by whom they are evidently kept in great ſubordination.

One of their modes of fiſhing was now obſerved: their hooks are made of the inſide of a ſhell reſembling mother of pearl. When a fiſh which has taken the bait is ſuppoſed to be too ſtrong to be landed with the line, the canoe is paddled to ſhore, and while one man gently draws the fiſh along, another ſtands prepared to ſtrike it with a ſpear: in this attempt they ſeldom fail. In the plate which repreſents this action, the engraver has inadvertently left the bodies of the figures rather too white; in other reſpects it is very accurate.

When the ſouthern branch of Broken Bay was firſt viſited, the getting round the headland that ſeparates the branches, was attended with ſome difficulty, on account of very heavy ſqualls of wind, accompanied with rain. An attempt was made to land, where there proved not to be ſufficient water for the boat. During this tranſaction, an old man and a youth were ſtanding on the rocks where the boat was trying to approach. Having ſeen how much our men had laboured to get under land, they were very ſolicitous to point out the deepeſt water. Afterwards they brought fire, and ſeemed willing to render any ſervice in their power. Two of the officers

R. Cleveley del.r

T. Medland sculp.r

NATIVES OF BOTANY BAY.

Published June 4. 1789. by J. Stockdale.

ſuffered themſelves to be conducted by the old man to a cave at ſome diſtance, but declined going in, though he invited them by all the ſigns he could invent. This was rather unfortunate, as the rain was falling very violently, and the cave was found next day ſufficiently large to have ſheltered the whole party. The old man certainly took great pains to make this underſtood, but the motive of his earneſtneſs unluckily was miſtaken, and his viſitors ſuffered for their ſuſpicions. He afterwards aſſiſted in clearing away the buſhes, and making preparations for the party to ſleep on ſhore, and next morning was rewarded with preſents for his very friendly behaviour. Two days afterwards, when Governor Phillip returned to the ſame ſpot, the old man met him with a dance and a ſong of joy. His ſon was with him, and ſeveral of the natives; a hatchet was given them and other preſents; and as the Governor was to return next day to Port Jackſon, it was hoped that the friendſhip thus begun, and ſo ſtudiouſly cultivated, would have continued firm. But as ſoon as it was dark, the old man ſtole a ſpade, and was caught with it in his hand. Governor Phillip thought it neceſſary, on this occaſion, to ſhew ſome tokens of diſpleaſure, and therefore when the delinquent approached, he gave him two or three ſlight ſlaps on the ſhoulder, and then puſhed him away, at the ſame time pointing to the ſpade. This gentle chaſtiſement at once deſtroyed their friendſhip. The

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old man immediately ſeized a ſpear, and coming cloſe up to the Governor, poized it, and ſeemed determined to ſtrike. But ſeeing that his threats were diſregarded, (for his antagoniſt choſe rather to riſk the effects of his anger than to fire upon him) or perhaps diſſuaded by ſomething the other natives ſaid, in a few moments he dropped the ſpear and went away. It was impoſſible not to be ſtruck with the courage diſplayed by him on this occaſion, for Governor Phillip at the time was not alone, but had ſeveral officers and men about him. From this and other ſimilar events, perſonal bravery appears to be a quality in which the natives of New South Wales are not by any means deficient. The old man returned the next morning with many other natives, but, in order to convince him of his fault, he was leſs noticed than his companions, who were preſented with hatchets and various other articles.

March 9th, 1788.

It was now the 9th of March, and Governor Phillip returned to Port Jackſon: having gained ſome uſeful knowledge of the country, and maintained an intercourſe with the natives without departing from his favourite plan of treating them with the utmoſt kindneſs. He had endeavoured at the ſame time to gain their confidence, if poſſible, and ſecure their friendſhip. If theſe humane endeavours were afterwards rendered fruitleſs by the wanton profligacy of ſome depraved indivi-

individuals, however he might regret it, he could have no reaſon to reproach himſelf. CHAP. IX.

The rain, which was almoſt conſtant, prevented the Governor from returning by land, which otherwiſe he meant to have done, for the ſake of exploring a part of the country which appeared to be good and free from timber.

CHAP-

CHAPTER X.

Departure of the French ſhips—Death of M. Le Receveur—Return of the Supply from Norfolk Iſland—Deſcription of that Place—Howe Iſland diſcovered.

CHAP. X.

ON the 10th of March, the French ſhips ſailed from Botany Bay. M. De la Peyrouſe during his ſtay there had ſet up two long boats, the frames of which he had brought with him from Europe. There had not been much intercourſe between the French and Engliſh in this interval: both being too buſily employed to waſte their time in parties of pleaſure. Captain Clonard had waited on Governor Phillip with the letters which were to be forwarded to the French ambaſſador; and a few of the Engliſh officers had gone over by land about the ſame time to pay a viſit in Botany Bay; both parties were of courſe received with politeneſs and hoſpitality. Some few of the convicts contrived to abſcond, and endeavoured to get admitted into the French ſhips, but were, with great propriety, rejected. Thoſe veſſels returned

March 10th, 1788.

NORFOLK ISLAND

Phillip Island

Rose Pt.

Anson Bay

Pt. Howe

Mt. Pitt

Duncombe Bay

Sydney Bay

Neptun I.

Ball Bay

Steel Pt.

Scale of 5 Miles.

S. END of NORFOLK ISLAND

SYDNEY BAY

A Scale of one Mile

Published as the Act directs by J. Stockdale August 10th 1789.

returned towards the north, where they were to make another voyage. CHAP. X.

During the ſtay of M. De la Peyrouſe in Botany Bay, Father Le Receveur, who had come out in the Aſtrolabe as a naturaliſt, died. His death was occaſioned by wounds which he received in the unfortunate rencounter at the Navigator's Iſlands. A ſlight monument was erected to his memory, with the following inſcription.

Hic jacet LE RECEVEUR,
E. F. F. Minimis Galliæ Sacerdos,
Phyſicus in circumnavigatione
Mundi,
Duce DE LA PEYROUSE,
Ob. 17th Feb. 1788.

The monument being ſoon after deſtroyed by the natives, Governor Phillip cauſed the inſcription to be engraved on copper, and affixed to a neighbouring tree. M. De la Peyrouſe had paid a ſimilar tribute of reſpect to the memory of Captain Clerke, at the harbour of St. Peter and Paul in Kamtſchatka.

On the 19th of this month, Lieutenant Ball arrived in the Supply from Norfolk Iſland. He had made that iſland on the 29th of February, but was five days off the coaſt before a place could be found at which it was poſſible to land the ſtores and proviſions. So com- March 19th, 1788.

pletely

CHAP. X.

pletely do the rocks ſurround the iſland, that it was not eaſy to find a place even to land a man. At length, however, they ſucceeded, having diſcovered at the ſouth-weſt end, a ſmall opening in a reef that runs acroſs a bay. Here the people, proviſions and ſtores were all put on ſhore in perfect ſafety. The Commandant wrote in high ſpirits at the promiſing appearance of his new territory; and ſubſequent accounts have proved, that the opinion he then formed was not erroneous. He deſcribed Norfolk Iſland as one entire wood, or rather as a garden overrun with the nobleſt pines, in ſtraightneſs, ſize, and magnitude, far ſuperior to any he had ever ſeen. Nothing can exceed the fertility of its ſoil. Wherever it has been ſince examined, a rich black mould has been found to the depth of five or ſix feet: and the grain and garden ſeeds which have been ſown, ſuch only excepted as were damaged in the carriage, or by the weevil, have vegetated with the utmoſt luxuriance. To prevent repetitions, it may perhaps be beſt to unite in this place the accounts which have been received of this iſland, though many of them will eaſily be perceived to be greatly poſterior to this firſt return of the Supply.

Norfolk Iſland is about ſeven leagues in circumference, and if not originally formed, like many other ſmall iſlands, by the eruption of volcanic matter from the

bed of the ſea, muſt doubtleſs have contained a volcano. This concluſion is formed from the vaſt quantity of pumice ſtone which is ſcattered in all parts of it, and mixed with the ſoil. The crater, or at leaſt ſome traces of its former exiſtence, will probably be found at the ſummit of a ſmall mountain, which riſes near the middle of the iſland. To this mountain the Commandant has given the name of *Mount Pitt*. The iſland is exceedingly well watered. At, or near Mount Pitt, riſes a ſtrong and copious ſtream, which flowing through a very fine valley, divides itſelf into ſeveral branches, each of which retains ſufficient force to be uſed in turning mills: and in various parts of the iſland excellent ſprings have been diſcovered.

The climate is pure, ſalubrious, and delightful, preſerved from oppreſſive heats by conſtant breezes from the ſea, and of ſo mild a temperature throughout the winter, that vegetation continues there without interruption, one crop ſucceeding another. Refreſhing ſhowers from time to time maintain perpetual verdure; not indeed of graſs, for none has yet been ſeen upon the iſland, but of the trees, ſhrubs, and other vegetables which in all parts grow abundantly. On the leaves of theſe, and of ſome kinds in particular, the ſheep, hogs, and goats, not only live, but thrive and fatten very much. To the ſalubrity of the air every individual in this little

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colony can bear ample teſtimony, from the uninterrupted ſtate of good health which has been in general enjoyed.

When our ſettlers landed, there was not a ſingle acre clear of wood in the iſland, and the trees were ſo bound together by that kind of creeping ſhrub called ſupple jack, interwoven in all directions, as to render it very difficult to penetrate far among them. The Commandant, ſmall as his numbers were at firſt, by indefatigable activity ſoon cauſed a ſpace to be cleared ſufficient for the requiſite accommodations, and for the production of eſculent vegetables of all kinds in the greateſt abundance. When the laſt accounts arrived, three acres of barley were in a very thriving ſtate, and ground was prepared to receive rice and Indian corn. In the wheat there had been a diſappointment, the grain that was ſown having been ſo much injured by the weevil, as to be unfit for vegetation. But the people were all at that time in commodious houſes; and, according to the declarations of Mr. King himſelf, in his letters to Governor Phillip, there was not a doubt that this colony would be in a ſituation to ſupport itſelf entirely without aſſiſtance, in leſs than four years: and with very little in the intermediate time. Even two years would be more than ſufficient for this purpoſe, could a proper ſupply of black cattle be ſent.

Fiſh

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Fiſh are caught in great plenty, and in the proper ſeaſon very fine turtle. The woods are inhabited by innumerable tribes of birds, many of them very gay in plumage. The moſt uſeful are pigeons, which are very numerous, and a bird not unlike the Guinea fowl, except in colour, (being chiefly white,) both of which were at firſt ſo tame as to ſuffer themſelves to be taken by hand. Of plants that afford vegetables for the table, the chief are cabbage palm, the wild plantain, the fern tree, a kind of wild ſpinage, and a tree which produces a diminutive fruit, bearing ſome reſemblance to a currant. This, it is hoped, by tranſplanting and care, will be much improved in ſize and flavour.

But the productions which give the greateſt importance to Norfolk Iſland are the pines and the flax plant, the former riſing to a ſize and perfection unknown in other places, and promiſing the moſt valuable ſupply of maſts and ſpars for our navy in the Eaſt Indies; the latter not leſs eſtimable for the purpoſes of making ſail-cloth, cordage, and even the fineſt manufactures; growing in great plenty, and with ſuch luxuriance as to attain the height of eight feet.* The pines meaſure frequently one

* The flax plant is thus deſcribed in Captain Cook's firſt voyage, vol. iii. p. 39. as found at New Zealand. "There is, however, a plant that ſerves the inhabitants inſtead of hemp and flax, which excels all that are put to the ſame purpoſes in other countries. Of this plant there are two ſorts; the leaves of both reſemble

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one hundred and ſixty, or even one hundred and eighty feet in height, and are ſometimes nine or ten feet in diameter at the bottom of the trunk. They riſe to about eighty feet without a branch; the wood is ſaid to be of the beſt quality, almoſt as light as that of the beſt Norway maſts; and the turpentine obtained from it is remarkable for purity and whiteneſs. The fern tree is found alſo of a great height for its ſpecies, meaſuring from ſeventy to eighty feet, and affords excellent food for the ſheep and other ſmall cattle. A plant producing pepper, and ſuppoſed to be the true oriental pepper, has been diſcovered lately in the iſland, growing in great plenty; and ſpecimens have been ſent to England, in order to aſcertain this important point.

The chief diſadvantage experienced by thoſe who are ſent to Norfolk Iſland, is the want of a good landing place. The bay which has been uſed for this purpoſe is

thoſe of flags, but the flowers are ſmaller and their cluſters more numerous; in one kind they are yellow, and in the other a deep red. Of the leaves of theſe plants, with very little preparation, they make all their common apparel; and of theſe they alſo make their ſtrings, lines, and cordage for every purpoſe, which are ſo much ſtronger than any thing we can make with hemp, that they will not bear a compariſon. From the ſame plant, by another preparation, they draw long ſlender fibres which ſhine like ſilk, and are as white as ſnow: of theſe, which are alſo ſurprizingly ſtrong, the finer clothes are made; and of the leaves, without any other preparation than ſplitting them into proper breadths and tying the ſtrips together, they make their fiſhing nets; ſome of which, as I have before remarked, are of an enormous ſize." It is added, that it is found in every kind of ſoil. It is perennial, and has a bulbous root. Some of the roots have lately been ſent to England.

incloſed

incloſed by a reef of coral rock, through which there is a paſſage only for a boat; and during the tide of flood, when the wind is weſterly, the landing is rather dangerous. In one of the debarkations a midſhipman, who was ordered to lie within the reef, that he might attend the boats coming to ſhore, imprudently ſuffered his own boat to drive into the ſurf, and was loſt, with four men. He had been once before overſet in conſequence of a ſimilar inattention, and then had loſt one man. On the coaſt of the iſland are ſeveral ſmall bays, and there are ſtill hopes that a better landing place may be diſcovered; but the neceſſity of employing all the men in ſheltering themſelves and the ſtores from the weather, or in clearing ground for various purpoſes, has hitherto prevented Mr. King from ſending out any perſons to complete the examination. Should this enquiry prove unſucceſsful, it is propoſed to attempt the blowing up of one or two ſmall rocks, by which the reef is rendered dangerous. If this expedient alſo ſhould fail, the evil muſt be borne with patience. In ſummer the landing will generally be ſufficiently ſecure; and ſeamen, who have ſeen the bay of Riga, in the Baltic, declare, that it will at all times be ſafer for a ſhip to load with maſts and ſpars at Norfolk Iſland, than in that place, where ſo many ſhips are freighted yearly.

Rats

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Rats are the only quadrupeds which have been found in this iſland; and from theſe, as well as from the ants, it was feared the crops might ſuffer; but no great inconvenience has yet been experienced from them; and proper exertions ſeldom fail in a ſhort time to reduce the number of ſuch enemies, enough to make their depredations very inconſiderable. On the whole, Norfolk Iſland certainly deſerves to be conſidered as an acquiſition of ſome importance, and is likely to anſwer even the moſt ſanguine expectations. Some canoes have been found on the rocks, which were ſuppoſed to have been driven from New Zealand; but the appearance of a freſh cocoa nut and a ſmall piece of manufactured wood, which ſeemed to have been only a ſmall time in the water, has lately ſuggeſted an idea that probably ſome inhabited iſland may lie at no great diſtance. There has not been as yet any opportunity to determine whether this opinion be well founded or not.

A ſmall iſland, but entirely uninhabited, was diſcovered by Lieutenant Ball in his paſſage to Norfolk Iſland. In his return he examined it, and found that the ſhore abounded with turtle, but there was no good anchorage. He named it *Lord Howe Iſland*. It is in 31° 36′ ſouth latitude, and 159° eaſt longitude. Part of this iſland being very high may be ſeen at the diſtance of ſixteen leagues,

and a rock to the ſouth-eaſt of it, may be diſcerned even at eighteen leagues. In latitude 29° 25′ ſouth, longitude 159° 59′ eaſt, a very dangerous reef has ſince been ſeen. The ſhip from which it was obſerved was then four leagues to the ſouthward, and it could not at that time be aſcertained how far it extends to the northward. CHAP. X.

To expedite the cultivation of Norfolk Iſland a freſh detachment was ſent thither in October, conſiſting of an officer and eight marines, with thirty convicts, conſiſting of ten women and twenty men: Thus, there exiſted on this iſlet, when the laſt accounts were tranſmitted, forty-four men and ſixteen women, who, having eighteen months proviſions, lived comfortably on this ſequeſtered ſpot, under the prudent management of a youthful ruler, of whoſe buſy life the reader may wiſh to know all the particulars, which at preſent can be authentically told.

Philip Gidley King, who had the honour to conduct the original ſettlers to Norfolk Iſland, was born at Launceſton in Cornwall, on the 23d of April, 1758. He is the ſon of Philip King, of that town, draper, who married the daughter of John Gidley, of Exeter, attorney at law. Much as he owes to his parents, he is indebted for his ſcholaſtic learning to Mr. Bailey at Yarmouth. He derives, probably, ſome advantages from making an early choice of his profeſſion. At the

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the age of twelve, he went to the Eaſt Indies on board the Swallow frigate, Captain Shirley, by whom he was rated a midſhipman. From this ſtation he returned to England, at the end of five years, with much knowledge of his buſineſs, and ſome acquaintance with the world. In 1775, he entered upon real ſervice; and has continued in active employment from that period to this great epoch of his life. He went to Virginia with Captain Bellew, in the Liverpool, during the year 1775; with whom he continued till the ſhipwreck of that frigate in Delaware Bay. And having entered on board the Princeſs Royal, in October 1778, he was made a Lieutenant by Admiral Byron, into the Renown, on the 26th of November following. He returned to England in the ſubſequent year; and ſerved in the Channel on board the Kite cutter, and Ariadne frigate, till the beginning of 1783. With Captain Phillip he went to the Eaſt Indies, as Lieutenant of the Europe, in January 1783; from whence he returned on the reſtoration of complete peace, in May 1784. In this ſervice it was, that Phillip and King became acquainted with the merit of each other. And when the expedition to New South Wales was projected, King was appointed Lieutenant of the Sirius, on the 25th of October, 1786, at the ſame time that Phillip was nominated Commander of the voyage.

Lieut.t King.

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BRITISH
MUSEUM
NATURAL HISTORY

CHAPTER XI.

Three of the tranſports cleared—Two excurſions made into the country, on the fifteenth of April, and on the twenty-ſecond—Huts of the natives—Sculpture, and other particulars.

ON the 25th of March, the Charlotte, Lady Penrhyn, and Scarborough tranſports, having been cleared of all their ſtores, were diſcharged from government ſervice, and left at liberty to proceed for China, whenever their commanders ſhould think proper. The other ſhips were of neceſſity detained till the ſtore-houſes could be finiſhed. CHAP. XI. March 25th, 1788.

The month of April was not diſtinguiſhed by any events that deſerve to be related, except two expeditions of Governor Phillip for the purpoſe of exploring the country. On the firſt of theſe excurſions he ſet out on the 15th with proviſions for four days; attended by ſeveral officers, and a ſmall party of marines. They landed at the head of a ſmall cove, called Shell Cove, near the entrance of the harbour on the north ſide. Pro- April 15th, 1788.

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ceeding in this direction they arrived at a large lake, which they examined, though not without great labour. It was ſurrounded by a conſiderable extent of bog and marſhy ground, in which, in the courſe of their progreſs, they were frequently plunged up to the waiſt. On this lake they firſt obſerved a black ſwan, which ſpecies, though proverbially rare in other parts of the world, is here by no means uncommon, being found on moſt of the lakes. This was a very noble bird, larger than the common ſwan, and equally beautiful in form. On being ſhot at, it roſe and diſcovered that its wings were edged with white: the bill was tinged with red.

In three days, with great difficulty, they paſſed the ſwamps and marſhes which lie near the harbour. Nothing can more fully point out the great improvement which may be made by the induſtry of a civilized people in this country, than the circumſtances of the ſmall ſtreams which deſcend into Port Jackſon. They all proceed from ſwamps produced by the ſtagnation of the water after riſing from the ſprings. When the obſtacles which impede their courſe can be removed, and free channels opened through which they may flow, the adjacent ground will gradually be drained, and the ſtreams themſelves will become more uſeful; at the ſame time habitable and ſalubrious ſituations will be gained in

places where at preſent perpetual damps prevail, and the air itſelf appears to ſtagnate. CHAP. XI.

On leaving theſe low grounds, they found them ſucceeded by a rocky and barren country. The hills were covered with flowering ſhrubs, but by means of various obſtacles the aſcending and deſcending was difficult, and in many parts impracticable. At the diſtance of about fifteen miles from the ſea coaſt Governor Phillip obtained a very fine view of the inland country and its mountains, to ſeveral of which he now gave names. The moſt northern of them he named Carmarthen Hills, the moſt ſouthern Lanſdown Hills; one which lay between theſe was called Richmond Hill. From the manner in which theſe mountains appeared to riſe, it was thought almoſt certain that a large river muſt deſcend from among them. But it was now neceſſary to return, without making any further examination.

On the 22d another excurſion of the ſame kind was undertaken: Governor Phillip landed with his party near the head of the harbour. Here they found a good country, but in a ſhort time arrived at a very cloſe cover; and after paſſing the chief part of the day in fruitleſs attempts to make their way through it, were obliged to relinquiſh the attempt, and return. The next day, April 22d, 1788.

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by keeping close to the banks of a small creek for about four miles, they contrived to pass the cover, and for the three succeeding days continued their course to the westward. The country through which they travelled was singularly fine, level, or rising in small hills of a very pleasing and picturesque appearance. The soil excellent, except in a few small spots where it was stony. The trees growing at the distance of from twenty to forty feet from each other, and in general entirely free from underwood, which was confined to the stony and barren spots. On the fifth day they ascended a small eminence, whence, for the first time in this second expedition, they saw Carmarthen and Lansdown Hills. The country round this hill was so beautiful, that Governor Phillip gave it the name of *Belle-vue*. They were still apparently thirty miles from the mountains which it had been their object to reach, and not having found it practicable, with the tents, arms, and other necessaries, to carry more than six days provisions, were obliged to return. Even with this small stock, the officers as well as men, had been under the necessity of carrying heavy loads. Water for the use of the day was always taken; for though it happened in every instance that pools of water were found which had remained after the rains, yet this was a supply on which they could not previously depend. The extraordinary difficulty of penetrating into this country had now been fully experienced; where

unexpected

unexpected delays from deep ravines and other obſtacles, frequently force the traveller from his direct courſe, and baffle every conjecture concerning the time required for paſſing a certain tract. The utmoſt extent of this excurſion in a direct line had not been more than thirty miles, and it had taken up five days. The return of the party was effected with much more eaſe; the track was made, and the trees marked the whole way where they had paſſed; with theſe aſſiſtances they reached their boats in a day and a half.

It was ſtill the general opinion that the appearance of the country promiſed the diſcovery of a large river in that diſtrict, whenever the line now taken could be fully purſued. Another expedition was therefore planned, in which it was determined, if poſſible, to reach either Lanſdown or Carmarthen Hills: and the hope of ſo important a diſcovery as that of a river made every one anxious to go, notwithſtanding the great fatigue with which theſe undertakings were attended. But this deſign was for the preſent unavoidably deferred. Governor Phillip, who had not been perfectly well even at the time of ſetting out on the excurſion to Broken Bay, had then contracted a ſevere pain in his ſide, by ſleeping frequently on the wet ground. This complaint had in the two laſt journeys received ſo much increaſe, that he found

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found it abſolutely neceſſary to allow himſelf the reſpite of a few weeks, before he again encountered ſo much fatigue.

The country explored in this laſt journey was ſo good and ſo fit for the purpoſes of cultivation, that the Governor reſolved to ſend a detachment to ſettle there, as ſoon as a ſufficient number could be ſpared from works of more immediate neceſſity. But notwithſtanding the goodneſs of the ſoil it is a matter of aſtoniſhment how the natives, who know not how to avail themſelves of its fertility, can ſubſiſt in the inland country. On the coaſt fiſh makes a conſiderable part of their food, but where that cannot be had, it ſeems hardly poſſible that with their ſpears, the only miſſile weapon yet obſerved among them, they ſhould be able to procure any kind of animal food. With the aſſiſtance of their guns the Engliſh gentlemen could not obtain, in the laſt ſix days they were out, more than was barely ſufficient for two meals. Yet, that theſe parts are frequented by the natives was undeniably proved by the temporary huts which were ſeen in ſeveral places. Near one of theſe huts the bones of a kanguroo were found, and ſeveral trees were ſeen on fire. A piece of a root reſembling that of the fern tree was alſo picked up by Governor Phillip; part of this root had been chewed, and ſo recently that it was thought it could not have been left many minutes. It

ſeemed

R. Cleveley delin.t

T. Medland sculp.t

View of a Hut in New South Wales.

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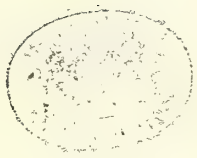

ſeemed evident by ſeveral marks, that the natives had only fled at the approach of the Engliſh party, but ſo effectually did they conceal themſelves that not one was ſeen.

The number of the natives in theſe inland parts muſt, however, be very ſmall. Whether theſe reſide by choice where they muſt encounter ſo many difficulties, or whether they are driven from the ſociety of thoſe who inhabit the coaſt, has not yet been diſcovered. The huts ſeen here conſiſted of ſingle pieces of bark, about eleven feet in length, and from four to ſix in breadth, bent in the middle while freſh from the tree, and ſet up ſo as to form an acute angle, not a little reſembling cards ſet up by children. In the plate inſerted here, not only the huts, but ſome of the ſpears of the natives are introduced. It was conjectured, that the chief uſe of theſe imperfect ſtructures might be, to conceal them from the animals for which they muſt frequently be obliged to lie in wait. They may alſo afford ſhelter from a ſhower of rain to one or two who ſit or lie under them. The bark of many trees was obſerved to be cut into notches, as if for the purpoſe of climbing; and in ſeveral there were holes, apparently the retreat of ſome animal, but enlarged by the natives for the purpoſe of catching the inhabitant. The enlargement of theſe holes with their

imperfect

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imperfect inſtruments, muſt itſelf be a work of time, and muſt require no little patience. In ſome places, where the hole was rather too high to be reached from the ground, boughs of trees were laid to facilitate the aſcent. The animals that take refuge in thoſe places are probably the ſquirrel, the opoſſum, or the kanguroo-rat. At the bottom of one of theſe trees, the ſkin of a flying ſquirrel was found.

In many places fires had lately been made; but in one only were ſeen any ſhells of oyſters or muſcles, and there not more than half a dozen. Fiſh-bones were not found at all, which ſeems to prove, that in their journies inland theſe people do not carry with them any proviſions of that kind. Kanguroos were frequently ſeen, but were ſo ſhy that it was very difficult to ſhoot them. With reſpect to theſe animals, it is rather an extraordinary circumſtance, that, notwithſtanding their great ſhyneſs, and notwithſtanding they are daily ſhot at, more of them are ſeen near the camp than in any other part of the country. The kanguroo, though it reſembles the jerboa in the peculiarity of uſing only the hinder legs in progreſſion, does not belong to that genus. The pouch of the female, in which the young are nurſed, is thought to connect it rather with the opoſſum tribe. This extraordinary formation, hitherto eſteemed peculiar to that one genus, ſeems, however, in New Holland

Holland not to be ſufficiently characteriſtic: it has been found both in the rat and the ſquirrel kind. The largeſt kanguroo which has yet been ſhot weighed about one hundred and forty pounds. But it has been diſcovered that there are two kinds, one of which ſeldom exceeds ſixty pounds in weight: theſe live chiefly on the high grounds: their hair is of a reddiſh caſt, and the head is ſhorter than in the larger ſort. Young kanguroos which have been taken, have in a few days grown very tame, but none have lived more than two or three weeks. Yet it is ſtill poſſible that when their proper food ſhall be better known, they may be domeſticated. Near ſome water, in this journey, was found the dung of an animal that fed on graſs, which, it was ſuppoſed, could not have been leſs than a horſe. A kanguroo, ſo much above the uſual ſize, would have been an extraordinary phænomenon, though no larger animal has yet been ſeen, and the limits of growth in that ſpecies are not aſcertained. The tail of the kanguroo, which is very large, is found to be uſed as a weapon of offence, and has given ſuch ſevere blows to dogs as to oblige them to deſiſt from purſuit. Its fleſh is coarſe and lean, nor would it probably be uſed for food, where there was not a ſcarcity of freſh proviſions. The diſproportion between the upper and lower parts of this animal is greater than has been ſhown in any former

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delineations of it, but is well expreſſed in the plate inſerted here.

The dimenſions of a ſtuffed kanguroo in the poſſeſſion of Mr. Nepean, are theſe,

	f.	in.
Length from the point of the noſe to the end of the tail,	6	1
——— of the tail, — —	2	1
——————— head, — —	0	8
——————— fore legs, — —	1	0
——————— hinder legs, —	2	8
Circumference of the forepart, by the legs,	1	1
——————————— lower parts, —	3	2

The middle toe of the hind feet is remarkably long, ſtrong, and ſharp.

The natives of New South Wales, though in ſo rude and uncivilized a ſtate as not even to have made an attempt towards clothing themſelves, notwithſtanding that at times they evidently ſuffer from the cold and wet, are not without notions of ſculpture. In all theſe excurſions of Governor Phillip, and in the neighbourhood of Botany Bay and Port Jackſon, the figures of animals, of ſhields, and weapons, and even of men, have been ſeen carved upon the rocks, roughly indeed, but ſufficiently well to aſcertain very fully what was the

THE KANGOOROO.

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the object intended. Fiſh were often repreſented, and in one place the form of a large lizard was ſketched out with tolerable accuracy. On the top of one of the hills, the figure of a man in the attitude uſually aſſumed by them when they begin to dance, was executed in a ſtill ſuperior ſtyle. That the arts of imitation and amuſement, ſhould thus in any degree precede thoſe of neceſſity, ſeems an exception to the rules laid down by theory for the progreſs of invention. But perhaps it may better be conſidered as a proof that the climate is never ſo ſevere as to make the proviſion of covering or ſhelter a matter of abſolute neceſſity. Had theſe men been expoſed to a colder atmoſphere, they would doubtleſs have had clothes and houſes, before they attempted to become ſculptors.

In all the country hitherto explored, the parties have ſeldom gone a quarter of a mile without ſeeing trees which had been on fire. As violent thunder ſtorms are not uncommon on this coaſt, it is poſſible that they may have been burnt by lightning, which the gum-tree is thought particularly to attract; but it is probable alſo that they may have been ſet on fire by the natives. The gum-tree is highly combuſtible, and it is a common practice with them to kindle their fires at the root of one of theſe trees. When they

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quit a place they never extinguiſh the fire they have made, but leave it to burn out, or to communicate its flames to the tree, as accidental circumſtances may determine.

Governor Phillip, on his return from this excurſion, had the mortification to find that five ewes and a lamb had been killed very near the camp, and in the middle of the day. How this had happened was not known, but it was conjectured that they muſt have been killed by dogs belonging to the natives. The loſs of any part of the ſtock of cattle was a ſerious misfortune, ſince it muſt be a conſiderable time before it could be replaced. Fiſh affords, in this place, only an uncertain reſource: on ſome days great quantities are caught, though not ſufficient to ſave any material part of the proviſions; but at times it is very ſcarce. An account of the live ſtock at this time in the ſettlement is ſubjoined to this chapter.

The three tranſports bound to China, ſailed the 5th, 6th, and 8th of May; and the Supply having been caulked, ſailed on the 6th to Lord Howe Iſland for turtle, in hopes of giving ſome check to the ſcurvy, with which the people were ſtill ſo much affected that near two hundred were incapable of work.

From the great labour which attended the clearing of the ground it proved to be impracticable to ſow at preſent more than eight or ten acres with wheat and barley*: and it was apprehended that even this crop would ſuffer from the depredations of ants and field mice. In the beginning of May it was ſuppoſed, as it had been once or twice before, that the rainy ſeaſon was ſet in; but in about a week the weather became fine again.

* Beſides what was ſown by the Lieutenant Governor and other individuals, for the ſupport of their own ſtock; to aſſiſt whom, the labour of the convicts was occaſionally lent.

An

An Account of the live Stock in the Settlement at Port Jackson, May 1ſt, 1788.

To whom belonging.	Stallions	Mares	Colts	Bulls	Cows	Sheep	Goats	Hogs	Pigs	Rabbits	Turkies	Geeſe	Ducks	Fowls	Chickens
Government.	1	2		2	2	ram 1 ewes 12 wethers 3	1	boar 1 ſows 19							
Governor.		1	3		2	ewe 1 lamb 1		10		3	5	8	17	22	
Lieutenant Governor.							1	1	7		5	6	4	9	
Officers and men belonging to the detachment.					1		12	10	17	2	6	9	8	55	25
Staff.						11	5	7	1		2	6	6	36	62
Other individuals.								1							
Total	1	3	3	2	5	29	19	49	25	5	18	29	35	122	87

(Signed,) ANDREW MILLER, Commiſſary.

CHAPTER XII.

The Supply returns from Lord Howe Iſland—Some convicts aſſaulted by the natives—excurſion of Governor Phillip to Botany Bay by Land—interview with many natives—the fourth of June celebrated—ſome account of the climate.

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May 25, 1788.

ON the 25th of May, the Supply tender returned from Lord Howe Iſland, but unfortunately without having been able to procure any turtle. She had met with ſqually weather, and had been obliged to cut away her beſt bower anchor, but ſuffered no other damage. The three tranſports bound for China had all appeared off the iſland while the Supply remained there.

About this time one of the convicts who, in ſearching for vegetables, had gone a conſiderable way from the camp, returned very dangerouſly wounded in the back. He ſaid, that another man who had gone out for the ſame purpoſe, had been carried off by the natives in his ſight, after having been wounded in the head. A ſhirt and

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and hat were afterwards found, both pierced with ſpears, in one of the huts of the natives; but no intelligence of the man could be gained. There could be little doubt that the convicts had been the aggreſſors, though the man who returned ſtrongly denied having given any kind of provocation.

30th May, 1788.

On the thirtieth of May, two men who had been employed in collecting ruſhes for thatch at ſome diſtance from the camp, were found dead. One of them had four ſpears in his body, one of which had pierced entirely through it: the other had not any marks of violence upon him. In this caſe it was clearly proved that the firſt injury had been offered by the unfortunate men, who paid ſo dearly for their diſhoneſty and diſobedience of orders; for they had been ſeen with a canoe, which they had taken from one of the fiſhing places. Theſe events were much regretted by Governor Phillip, as tending entirely to the fruſtration of the plan he had ſo much at heart, of conciliating the affections of the natives, and eſtabliſhing a friendly intercourſe with them.

As the ruſh-cutters tools had been carried away, the Governor thought it might be poſſible to diſcover the natives who had been concerned in this unfortunate affray; and to make them underſtand that the conduct

of

of their aſſailants had been entirely unwarranted, and was very highly diſapproved. He judged the attempt to be at leaſt worth making, as it ſeemed the only way to reſtore that confidence which muſt have been interrupted by this affair. The next day, therefore, he went out with a ſmall party, conſiſting altogether of twelve perſons, and landed at the place where the men were killed. After traverſing the country for more than twenty miles, they arrived at the north ſhore of Botany Bay, without having met with one of the natives.

In this place, at length, they ſaw about twenty canoes employed in fiſhing: and when the fires were made, and the party encamped to paſs the night upon the beach, it was fully expected that ſome of thoſe in the canoes would have joined them, but not one appeared. The next morning, though fifty canoes were drawn up on the beach, not a ſingle perſon could be found belonging to them. Governor Phillip had now determined to return to Port Jackſon; but as he went, keeping for ſome time near the ſea coaſt, he diſcovered a great number of the natives, apparently more than could belong to that diſtrict, aſſembled at the mouth of a cave. The party was within ten yards of them before they were perceived, and the Governor had hardly time to make his people halt before numbers appeared in arms. The man who ſeemed to take the lead, as he

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advanced made ſigns for the Engliſh to retire, but when he ſaw Governor Phillip approach alone, unarmed, and in a friendly manner, he gave his ſpear away and met him with perfect confidence. In leſs than three minutes the Engliſh party found itſelf ſurrounded by two hundred and twelve men; but nothing occurred in this tranſaction which could in the leaſt confirm the idea, that the natives were accuſtomed to act with treachery, or inclined to take any cruel advantage of ſuperiority in numbers. The moment the offered friendſhip was accepted on their ſide, they laid down their ſpears and ſtone hatchets, and joined the party in the moſt amicable manner. Numbers of women and children remained at a ſmall diſtance, ſome of whom the men afterwards brought down to receive the little articles which were offered as preſents. Nothing was ſeen among theſe people which could at all prove that any of them had been engaged in the affray with the ruſh-cutters; and the Governor parted with them on the moſt friendly terms, but more convinced than ever of the neceſſity of treating them with a proper degree of confidence, in order to prevent diſagreement. Had he gone up with all his party, or had he even heſitated a moment before he advanced himſelf, making the ſignals of friendſhip, a lance would probably have been thrown, after which nothing could have prevented a rencounter, which in ſuch circumſtances muſt have been fatal.

Here was ſeen the fineſt ſtream of water that had hitherto been diſcovered in the country, but the cove into which it runs lies very open to the ſea. When the natives ſaw that the Engliſh were going forward towards the next cove, one of them, an old man, made ſigns that he might be allowed to go firſt. He did ſo, and as ſoon as he had aſcended the hill, called out, holding up both his hands, (the uſual ſignal of amity among theſe people) to ſignify to the natives in the next cove that they who were advancing were friends. The Governor's party did not, however, deſcend to that cove, but ſaw about forty men, ſo that, unleſs they had aſſembled themſelves on ſome particular occaſion, they muſt be more numerous in that part than had been before imagined. Governor Phillip had calculated before, from the parties he had ſeen, that in Botany Bay, Port Jackſon, Broken Bay, and all the intermediate country, the inhabitants could not exceed one thouſand five hundred. In croſſing the hills at this time between Botany Bay and Port Jackſon, ſmoke was ſeen on the top of Lanſdown Hills, which ſeems to prove beyond a doubt, that the country is inhabited as far as thoſe mountains, which are not leſs than fifty miles from the ſea.

Further enquiries having given ſome reaſon to ſuppoſe, that one of the natives had been murdered, and ſeveral wounded, previouſly to the attack made upon

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the ruſh-cutters, Governor Phillip on his return, proclaimed the reward of emancipation to any convict who ſhould diſcover the aggreſſors. This ſtep, if it did not in this inſtance procure any information, ſeemed likely to prevent ſuch acts of violence in future.

No very good fortune had hitherto attended the live ſtock belonging to the ſettlement, but the heavieſt blow was yet to come. About this time the two bulls and four cows, belonging to Government, and to the Governor, having been left for a time by the man who was appointed to attend them, ſtrayed into the woods, and though they were traced to ſome diſtance, never could be recovered. This was a loſs which muſt be for ſome time irreparable.

The fourth of June was not ſuffered to paſs without due celebration. It was a day of remiſſion from labour, and of general feſtivity throughout the ſettlement. At ſun-riſe the Sirius and Supply fired each a ſalute of twenty-one guns, and again at one o'clock, when the marines on ſhore alſo ſaluted with three vollies. At ſun-ſet the ſame honours were a third time repeated from the ſhips; large bonfires were lighted, and the whole camp afforded a ſcene of joy. That there might not be any exception to the happineſs of this day, the four convicts who had been reprieved from death,

and

and baniſhed to an iſland in the middle of the harbour, received a full pardon, and were ſent for to bear their part in the general exultation. The Governor, in his letters, with that humanity which ſo ſtrongly diſtinguiſhes his character, ſays, he truſts that on this day there was not a ſingle heavy heart in this part of his Majeſty's dominions. His own houſe was the centre of conviviality to all who could be admitted to that ſociety, nor was any thing neglected which in ſuch a ſituation could mark a day of celebrity, conſiſtently with propriety and good order. Perhaps no birth-day was ever celebrated in more places, or more remote from each other, than that of his Majeſty on this day.

It was now, it ſeems, firſt generally known, that the name of *Cumberland County* had been given by the Governor to this part of the territory. This name had been fixed before the aſſembling of the firſt courts, for the ſake of preſerving regularity in the form of the public acts, in which it is uſual to name the county. The boundaries fixed for Cumberland County were, on the weſt, Carmarthen and Lanſdown Hills: on the north, the northern parts of Broken Bay; and to the ſouthward, the ſouthern parts of Botany Bay. Thus including completely theſe three principal bays, and leaving the chief place of ſettlement at Sydney Cove nearly in the centre.

On

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June 22d, 1788. On the 22d of June was a ſlight ſhock of an earthquake, which did not laſt more than two or three ſeconds. It was felt by moſt people in the camp, and by the Governor himſelf, who heard at the ſame time a noiſe from the ſouthward, which he took at firſt for the report of guns fired at a great diſtance.

June 24th, 1788. On the 24th, a convict who had abſconded on the 5th, having been guilty of a robbery, returned into the camp almoſt ſtarved. He had hoped to ſubſiſt in the woods, but found it impoſſible. One of the natives gave him a fiſh, and then made ſigns for him to go away. He ſaid, that afterwards he joined a party of the natives, who would have burnt him, but that with ſome difficulty he made his eſcape; and he pretended to have ſeen the remains of a human body actually lying on a fire, but little credit can be given to reports from ſuch a quarter. He was of opinion that the natives were at this time in great diſtreſs for food, and ſaid, that he had ſeen four of them dying in the woods, who made ſigns for ſomething to eat, as if they were periſhing through hunger. It is certain that very little fiſh could be caught at this time, and the convict ſeemed deſirous to ſuggeſt the notion that they ſupplied their neceſſities occaſionally with human fleſh; but there ſeems to be no good foundation for ſuch an opinion. This man was tried for his offence, pleaded guilty, and ſuffered with another criminal.

It

R. Cleveley. del.

T. Medland sculp.

A VIEW IN NEW SOUTH WALES.

It was now ſufficiently aſcertained, that though the neceſſity of ſubſiſting ſo long chiefly upon ſalt proviſions, and of remaining encamped in very wet weather had produced the ſcurvy, and other diſorders common in ſuch circumſtances, the climate itſelf wherein this new ſettlement is fixed is mild and ſalubrious. Heavy rains had generally attended the changes of the moon during the winter months, but there had not been any time that could properly be called a rainy ſeaſon. The clearing away of the woods will of courſe aſſiſt the circulation of air, and continually increaſe the healthfulneſs of the place. Violent ſtorms of thunder and lightning ſometimes happened, and Governor Phillip obſerved the variation of his thermometer, in the ſhade, to amount frequently to thirty-three degrees, between eight in the morning and two in the afternoon. The report of the ſurgeon at this time is ſubjoined.

A Return

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A Return of SICK, &c. June 30, 1788.

Marines ſick in the hoſpital - - -	4
Convaleſcents in ditto - - -	2
Marines ſick in camp - - - -	18
Convaleſcents in ditto - - -	6
Wives and children of marines ſick in ditto -	6
Total belonging to the battalion under medical treatment - - - -	36
Of marines dead from the time of embarkation to landing - - - - -	1
Women ditto - - - - -	1
Children ditto - - - - - -	1
Marines dead ſince landing - - - -	3
Women ditto - - - - - -	0
Children ditto - - - - - -	2
Total dead from the time of embarkation to the preſent date - - - -	8

Convicts

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Convicts ſick in the hoſpital - - -	20
Convaleſcents in ditto - - -	4
Convicts ſick in camp - - - -	26
Convaleſcents in ditto - - -	16
Total of convicts under medical treatment -	66

Male convicts dead from the time of embarkation to landing - - - - -	36
Female convicts ditto - - - -	4
Convicts children ditto - - - -	5
	45

Male convicts dead ſince landing - -	20
Female ditto - - - - - -	8
Convicts children ditto - - - -	8
Total dead, from the time of embarkation to the preſent date - - - -	81
Convicts unfit for labour, from old age, infirmities, &c. - - - -	52

JOHN WHITE, Surgeon.

Sydney Cove, Port Jackſon.

CHAPTER XIII.

Particular deſcription of Sydney Cove—Of the buildings actually erected—and of the intended town—A ſettlement made at the head of the harbour.

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THERE are few things more pleaſing than the contemplation of order and uſeful arrangement, ariſing gradually out of tumult and confuſion; and perhaps this ſatisfaction cannot any where be more fully enjoyed than where a ſettlement of civilized people is fixing itſelf upon a newly diſcovered or ſavage coaſt. The wild appearance of land entirely untouched by cultivation, the cloſe and perplexed growing of trees, interrupted now and then by barren ſpots, bare rocks, or ſpaces overgrown with weeds, flowers, flowering ſhrubs, or underwood, ſcattered and intermingled in the moſt promiſcuous manner, are the firſt objects that preſent themſelves; afterwards, the irregular placing of the firſt tents which are pitched, or huts which are erected for immediate accommodation, wherever chance preſents a

SKETCH of SYDNEY COVE, PORT JACKSON in the COUNTY of CUMBERLAND New South Wales. July 1788.

Magnetic Meridian — Variation 7° 24' E

Scale 400 Feet to an Inch

0 50 100 200 300 400 500 600 700 800 900 1000 Feet

Sirius

Supply

SYDNEY COVE

First Battery

REFERENCES

1 A small House building for the Governour.
2 A Farm of 9 Acres in Corn.
3 Lieutenant Governours House.
4 The principal Street marked out.
5 Ground intended for the Governours House, Main Guard, & Criminal Court.
6 Ground intended for buildings hereafter.
7 Ground intended for the Church.
8 8 Ground intended for Storehouses.
9 The Hospital.
10 The Observatory: Longitude 151° 19' 30" E. Latitude 33° 52' 30" S.
N.B. Temporary Buildings & Huts are ✠ & permanent Buildings proposed or now erecting are p p &c. B.B.B.B. Temporary Barracks.

The Coast Lines by W. Dawes, the Soundings by Capt. Hunter

Published July 1st 1789 by J. Stockdale

ſpot tolerably free from obſtacles, or more eaſily cleared than the reſt, with the buſtle of various hands buſily employed in a number of the moſt incongruous works, increaſes rather than diminiſhes the diſorder, and produces a confuſion of effect, which for a time appears inextricable, and ſeems to threaten an endleſs continuance of perplexity. But by degrees large ſpaces are opened, plans are formed, lines marked, and a proſpect at leaſt of future regularity is clearly diſcerned, and is made the more ſtriking by the recollection of the former confuſion.

To this latter ſtate the ſettlement at Sydney Cove had now at length arrived, and is ſo repreſented in the plan annexed. Lines are there traced out which diſtinguiſh the principal ſtreet of an intended town, to be terminated by the Governor's houſe, the main guard, and the criminal court. In ſome parts of this ſpace temporary barracks at preſent ſtand, but no permanent buildings will be ſuffered to be placed, except in conformity to the plan laid down. Should the town be ſtill further extended in future, the form of other ſtreets is alſo traced in ſuch a manner as to enſure a free circulation of air. The principal ſtreets, according to this deſign, will be two hundred feet wide; the ground propoſed for them to the ſouthward is nearly level, and is altogether an excellent ſituation for buildings. It is propoſed by

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Governor Phillip that when houſes are to be built here, the grants of land ſhall be made with ſuch clauſes as will prevent the building of more than one houſe on one allotment, which is to conſiſt of ſixty feet in front, and one hundred and fifty feet in depth. Theſe regulations will preſerve a kind of uniformity in the buildings, prevent narrow ſtreets, and exclude many inconveniences which a rapid increaſe of inhabitants might otherwiſe occaſion hereafter. It has been alſo an object of the Governor's attention to place the public buildings in ſituations that will be eligible at all times, and particularly to give the ſtorehouſes and hoſpital ſufficient ſpace for future enlargement, ſhould it be found neceſſary.

The firſt huts that were erected here were compoſed of very periſhable materials, the ſoft wood of the cabbage palm, being only deſigned to afford immediate ſhelter. The neceſſity of uſing the wood quite green made it alſo the leſs likely to prove durable. The huts of the convicts were ſtill more ſlight, being compoſed only of upright poſts, wattled with ſlight twigs, and plaiſtered up with clay. Barracks and huts were afterwards formed of materials rather more laſting. Buildings of ſtone might eaſily have been raiſed, had there been any means of procuring lime for mortar. The ſtone which has been found is of three ſorts: A fine free ſtone, reckoned equal in goodneſs to that of Portland; an indifferent kind

of

of ſand ſtone, or fireſtone; and a ſort which appears to contain a mixture of iron. But neither chalk, nor any ſpecies of lime-ſtone has yet been diſcovered. In building a ſmall houſe for the Governor on the eaſtern ſide of the Cove, (marked 1 in the plan) lime was made of oyſter ſhells, collected in the neighbouring coves; but it cannot be expected that lime ſhould be ſupplied in this manner for many buildings, or indeed for any of great extent. Till this difficulty ſhall be removed by the diſcovery of chalk or lime-ſtone, the public buildings muſt go on very ſlowly, unleſs care be taken to ſend out thoſe articles as ballaſt in all the ſhips deſtined for Port Jackſon. In the mean time the materials can only be laid in clay, which makes it neceſſary to give great thickneſs to the walls, and even then they are not ſo firm as might be wiſhed. Good clay for bricks is found near Sydney Cove, and very good bricks have been made. The wood, from the ſpecimens that have been received in England, appears to be good; it is heavy indeed, but fine grained, and apparently ſtrong, and free from knots. The imperfections that were found in it at firſt aroſe probably from the want of previous ſeaſoning.

The hoſpital is placed on the weſt ſide of the Cove, in a very healthful ſituation, entirely clear of the town; and is built in ſuch a manner as to laſt for ſome years. On

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the high ground between the hoſpital and the town, if water can be found by ſinking wells, it is the Governor's intention to erect the barracks, ſurrounding them with proper works. Theſe were to have been begun as ſoon as the tranſports were cleared, and the men hutted, but the progreſs of work was rendered ſo ſlow by the want of an adequate number of able workmen, that it was neceſſary to poſtpone that undertaking for a time. The ground marked out for a church lies ſtill nearer to the town, ſo that this edifice will form in part one ſide of the principal parade. The deſign which demanded the moſt immediate execution was that of a ſtorehouſe, which might be ſecure from the danger of fire. In a country expoſed to frequent ſtorms of thunder and lightning, it was rather an uneaſy ſituation to have all the proviſions and other neceſſaries lodged in wooden buildings, covered with thatch of the moſt combuſtible kind. On the point of land that forms the weſt ſide of the Cove, and on an elevated ſpot, a ſmall obſervatory has been raiſed under the direction of Lieutenant Dawes, who was charged by the Board of Longitude with the care of obſerving the expected comet. The longitude of this obſervatory is aſcertained to be 159° 19′ 30″ eaſt from Greenwich, and the latitude 32° 52′ 30″ ſouth. A ſmall houſe, built by the Lieutenant Governor for himſelf, forms at preſent the corner of the parade; the principal ſtreet will be carried on at right angles

angles with the front of this building. Inſtead of thatch, they now uſe ſhingles made from a tree in appearance like a fir, but producing a wood not unlike the Engliſh oak. This, though more ſecure than thatching, is not enough ſo for ſtorehouſes. For theſe, if ſlate-ſtone ſhould not be found, tiles muſt be made of the clay which has been uſed for bricks. The principal farm is ſituated in the next cove to the eaſt of the town, and leſs than half a mile from it. When the plan was drawn it contained about nine acres laid down in corn of different kinds. Later accounts ſpeak of ſix acres of wheat, eight of barley, and ſix of other grain, as raiſed on the public account, and in a very promiſing way.

Sydney cove lies open to the north-eaſt, and is continued in a ſouth-weſt direction for near a thouſand yards, gradually decreaſing from the breadth of about one thouſand four hundred feet, till it terminates in a point, where it receives a ſmall ſtream of freſh water. The anchorage extends about two thouſand feet up the cove, and has ſoundings in general of four fathoms near the ſhore, and five, ſix, or ſeven, nearer the middle of the channel. It is perfectly ſecure in all winds; and for a conſiderable way up on both ſides, ſhips can lie almoſt cloſe to the ſhore: nor are there, in any part of it, rocks or ſhallows to render the navigation dangerous. Such a ſituation could not fail to appear deſireable to a diſcerning man,

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man, whoſe object it was to eſtabliſh a ſettlement, which he knew muſt for ſome time depend for ſupport on the importation of the principal neceſſaries of life.

It is ſuppoſed that metals of various kinds abound in the ſoil on which the town is placed. A convict, who had formerly been uſed to work in the Staffordſhire lead mines, declared very poſitively, that the ground which they were now clearing, contains a large quantity of that ore: and copper is ſuppoſed to lie under ſome rocks which were blown up in ſinking a cellar for the public ſtock of ſpirituous liquors. It is the opinion of the Governor himſelf that ſeveral metals are actually contained in the earth hereabouts, and that mines may hereafter be worked to great advantage: but at preſent he ſtrongly diſcourages any ſearch of this kind, very judiciouſly diſcerning, that in the preſent ſituation of his people, which requires ſo many exertions of a very different nature, the diſcovering of a mine would be the greateſt evil that could befal the ſettlement. In ſome places where they dug, in making wells, they found a ſubſtance which at firſt was taken for a metal, but which proving perfectly refractory in a very ſtrong and long continued heat, has ſince been concluded to be black lead. The kind of pigment called by painters Spaniſh brown, is found in great abundance, and the white clay with which the natives paint themſelves is

ſtill

ſtill in greater plenty. The Abbe le Receveur was of opinion, that this clay, if cleared from the ſand, which might eaſily be ſeparated, would make excellent porcelain. CHAP. XIII.

The climate at Sydney Cove is conſidered, on the whole, as equal to the fineſt in Europe. The rains are not ever of long duration, and there are ſeldom any fogs: the ſoil, though in general light, and rather ſandy in this part, is full as good as uſually is found ſo near the ſea-coaſt. All the plants and fruit trees brought from Braſil and the Cape, which were not damaged in the paſſage, thrive exceedingly; and vegetables have now become plentiful, both the European ſorts and ſuch as are peculiar to this country. In the Governor's garden are excellent cauliflowers, and melons very fine of their kinds. The orange trees flouriſh, and the fig trees and vines are improving ſtill more rapidly. In a climate ſo favourable, the cultivation of the vine may doubtleſs be carried to any degree of perfection; and ſhould not other articles of commerce divert the attention of the ſettlers from this point, the wines of New South Wales may, perhaps, hereafter be ſought with avidity, and become an indiſpenſable part of the luxury of European tables.

CHAP. XIII.

The rank graſs under the trees, unfortunately proved fatal to all the ſheep purchaſed by Governor Phillip, on his own and on the public account. Thoſe which private individuals kept cloſe to their own tents, and fed entirely there, were preſerved. Hogs and poultry not only thrive but increaſe very faſt; black cattle will doubtleſs ſucceed as well, and it will be eaſy in future to ſecure them from ſtraying. The horſes have not met with any accident.

The laſt diſpatches from Governor Phillip bring an account of his having ſent a ſmall detachment up to that ground at the upper end of Port Jackſon, which he diſcovered in one of his excurſions to be ſo highly fit for cultivation. This party conſiſted of a captain, two lieutenants of marines, with twenty-five non-commiſſioned officers and privates: about fifty convicts were added as labourers. This ſpot is very pleaſant, and has been named by the Governor, *Roſe-hill.* The flax-plant, which was ſeen at the firſt arrival of our people, has not been found ſince in any great abundance. A moſt ample ſupply of this valuable article may, however, always be obtained from Norfolk Iſland. Governor Phillip, when he judged the ſeeds to be ripe, ordered them to be collected, but at that time very few of the plants were found, and not any in the places where the greateſt quantity had been ſeen. It is thought

that the natives pull up the plant when it is in flower to make their fiſhing lines. CHAP. XIII.

On the whole, notwithſtanding the difficulties and diſadvantages at firſt experienced, which, though great, were not more than muſt naturally be expected to occur in ſuch an undertaking; notwithſtanding the ſickneſſes which from various cauſes prevailed for ſome time among the people, the ſettlement at Sydney Cove wore a very promiſing aſpect at the time when the laſt accounts were ſent; and there can be no doubt that it will be found hereafter fully to anſwer every expectation which was formed when the deſign was projected. The ſcantineſs of the ſtreams of freſh water was thought at firſt unfavourable, but good ſprings have ſince been found by digging. The houſe built for Governor Phillip ſtands about fifty-ſix feet above high-water mark, and there, by ſinking a well about fifteen feet in the rock, an excellent ſpring of pure water has been obtained.

CHAPTER XIV.

Fiſh violently ſeized by the natives—Another expedition of the Governor—Further account of the manners and manufactures of the native inhabitants of New South Wales—Difficulty of obtaining any intercourſe.

CHAP. XIV.

July 9th, 1788.

ON the ninth of July, an effort was made by a party of natives, which ſeems to indicate that they were ſtill diſtreſſed for proviſions, or that they very highly reſent the incroachments made upon their fiſhing places. A general order had been iſſued to thoſe ſent out on fiſhing parties, to give a part of what was caught to the natives if they approached, however ſmall the quantity taken might be; and by theſe means they had always been ſent away apparently ſatisfied. But on this day, about twenty of them, armed with ſpears, came down to the ſpot where our men were fiſhing, and without any previous attempt to obtain their purpoſe by fair means, violently ſeized the greateſt part of the fiſh which was in the ſeine. While this detachment performed this act

act of depredation, a much greater number ſtood at a ſmall diſtance with their ſpears poized, ready to have thrown them if any reſiſtance had been made. But the cockſwain who commanded the fiſhing party, very prudently ſuffered them to take away what they choſe, and they parted on good terms. This is the only inſtance in which theſe people have attempted any unprovoked act of violence, and to this they probably were driven by neceſſity. Since this tranſaction, an officer has always been ſent down the harbour with the boat.

Governor Phillip went out about this time with a ſmall party, to examine the land between Port Jackſon and Broken Bay. Here were found many hundred acres of land, free from timber, and very fit for cultivation. He proceeded as far as Pitt Water, and ſaw ſeveral of the natives, but none of them choſe to approach. When the party returned to the boats near the mouth of the harbour, about ſixty of theſe people, men, women, and children, were aſſembled there. Some hours were paſſed with them in a peaceful and very friendly manner, but though in all this time they diſcovered no uneaſineſs, they ſeemed beſt pleaſed when their viſitors were preparing to depart. This has always been the caſe, ſince it has been known among them that our people intend to remain on the coaſt. Many of the women were employed at this time in fiſhing, a

ſervice

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ſervice which is not uncommonly performed by them, the men being chiefly occupied in making canoes, ſpears, fiſh-gigs, and the other articles that conſtitute their ſmall ſtock of neceſſary implements. Two women were here obſerved to be ſcarred on the ſhoulders like the men; this was the firſt inſtance in which they had been ſeen ſo marked.

The ſailors who waited on the beach to take care of the boat ſaw about two hundred men aſſembled in two parties, who after ſome time drew themſelves up on oppoſite ſides, and from each party men advanced ſingly and threw their ſpears, guarding themſelves at the ſame time with their ſhields. This ſeemed at firſt to be merely a kind of exerciſe, for the women belonging to both parties remained together on the beach; afterwards it had a more ſerious aſpect, and the women are ſaid to have run up and down in great agitation uttering violent ſhrieks. But it was not perceived that any men were killed.

As it had been ſuppoſed that many of the natives had left this part of the coaſt, on account of the great ſcarcity of fiſh, the different coves of the harbour were examined in one day. At this time, not more than ſixty-ſeven canoes were counted, and about one hundred and thirty of the people were ſeen. But it was the ſeaſon

in

in which they make their new canoes, and large parties were known to be in the woods for that purpoſe. CHAP. XIV.

A few days after this examination, Governor Phillip himſelf went again to explore the coaſt between Port Jackſon and Botany Bay. In this journey few of the natives were ſeen, but new proofs were obſerved of their having been diſtreſſed for food. In the preceding ſummer they would not eat either the ſhark or the ſting-ray, but now even coarſer meat was acceptable, and indeed any thing that could afford the ſmalleſt nouriſhment. A young whale had juſt been driven upon the coaſt, which they were buſily employed in carrying away. All that were ſeen at this time had large pieces of it, which appeared to have been laid upon the fire only long enough to ſcorch the outſide. In this ſtate they always eat their fiſh, never broiling it for more than a few minutes; they broil alſo the fern root, and another root, of which the plant is not yet known; and they uſually eat together in families. Among the fruits uſed by them is a kind of wild fig; and they eat alſo the kernels of that fruit which reſembles a pine-apple. The latter, when eaten by ſome of the French ſeamen, occaſioned violent retchings; poſſibly the natives may remove the noxious qualities, by ſome proceſs like thoſe employed upon the caſſada. The winter months, in which fiſh is very ſcarce upon the coaſt, are June, July, Auguſt,

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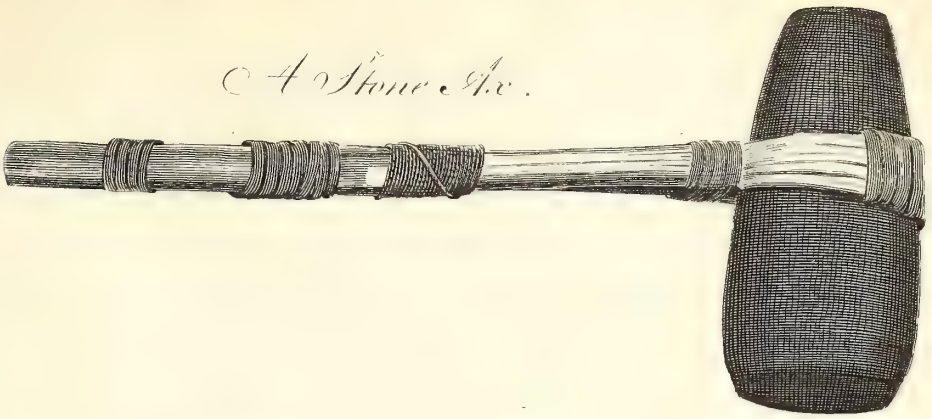
Auguſt, and part of September. From the beaten paths that are ſeen between Port Jackſon and Broken Bay, and in other parts, it is thought that the natives frequently change their ſituation, but it has not been perceived that they make any regular migrations to the northward in the winter months, or to the ſouth in ſummer.

In conſequence of the very extraordinary ſhyneſs of theſe people ſince the arrival of our ſettlement, little addition has been made to the knowledge of their manners attained by Captain Cook: but moſt of his obſervations have been confirmed. The whole, indeed, that can be known of a people, among whom civilization and the arts of life have made ſo ſmall a progreſs, muſt amount to very little. The aſſertion that they have no nets *, is amongſt the very few that have been found erroneous. Some ſmall nets have been brought over, the manufacture of which is very curious. The twine of which they are made, appears to be compoſed of the fibres of the flax plant, with very little preparation; it is very ſtrong, heavy, and ſo admirably well twiſted as to have the appearance of the beſt whipcord. Governor Phillip mentions having had lines of their manufacture, which were made from the fur of ſome

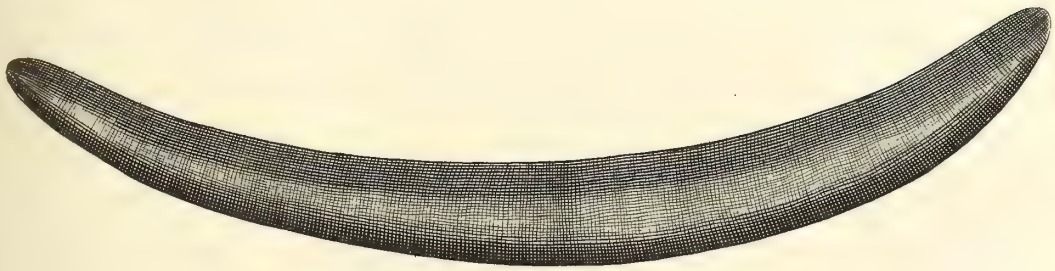
* Cook's firſt voyage, Hawkeſworth, Vol. III. p. 233.—If it was only meant that they have no large nets for fiſhing, like the ſeine, as the New Zealanders have, the remark is certainly true.

animal,



A Stone Ax.

A Basket
of the Bark of a Tree.



A wooden Sword.

T. Prattent del. et sculp.

animal, and others that appeared to be of cotton. The meſhes of their nets are formed of large loops, very artificially inſerted into each other, but without any knots. At a ſmall diſtance they have exactly the appearance of our common nets, but when they are cloſely examined the peculiar mode in which the loops are managed is very remarkable. Some ladies who have inſpected one of theſe nets lately imported, declare that it is formed exactly on the ſame principle as the ground of point lace, except that it has only one turn of the thread, inſtead of two, in every loop. This net appears to have been uſed either as a landing net, or for the purpoſe of carrying the fiſh when taken. They have alſo ſmall hoop nets, in which they catch lobſters, and ſea crayfiſh. Their canoes and other implements are very exactly deſcribed by Captain Cook.

The inhabitants of New South Wales have very few ornaments, except thoſe which are impreſſed upon the ſkin itſelf, or laid on in the manner of paint. The men keep their beards ſhort, it is thought by ſcorching off the hair, and ſeveral of them at the firſt arrival of our people ſeemed to take great delight in being ſhaved. They ſometimes hang in their hair the teeth of dogs, and other animals, the claws of lobſters, and ſeveral ſmall bones, which they faſten there by means of gum; but ſuch ornaments have never been ſeen upon the

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women. Though they have not made any attempt towards clothing themſelves, they are by no means inſenſible of the cold, and appear very much to diſlike the rain. During a ſhower they have been obſerved to cover their heads with pieces of bark, and to ſhiver exceedingly. Governor Phillip was convinced by theſe circumſtances that clothing would be very acceptable to them, if they could be induced to come enough among the Engliſh to learn the uſe of it. He has therefore applied for a ſupply of frocks and jackets to diſtribute among them, which are to be made long and looſe, and to ſerve for either men or women.

The bodies of theſe people in general ſmell ſtrongly of oil, and the darkneſs of their colour is much increaſed by dirt. But though in theſe points they ſhew ſo little delicacy, they are not without emotions of diſguſt, when they meet with ſtrong effluvia to which their organs are unaccuſtomed. One of them, after having touched a piece of pork, held out his finger for his companions to ſmell, with ſtrong marks of diſtaſte. Bread and meat they ſeldom refuſe to take, but generally throw it away ſoon after. Fiſh they always accept very eagerly.

Whether they uſe any particular rites of burial is not yet known, but from the following account it ſeems evident that they burn their dead. The ground having

been obſerved to be raiſed in ſeveral places, like the ruder kind of graves of the common people in our church yards, Governor Phillip cauſed ſome of theſe barrows to be opened. In one of them a jaw bone was found not quite conſumed, but in general they contained only aſhes. From the manner in which theſe aſhes were diſpoſed, it appeared that the body muſt have been laid at length, raiſed from the ground a few inches only, or juſt enough to admit a fire under it; and having been conſumed in this poſture, it muſt then have been covered lightly over with mould. Fern is uſually ſpread upon the ſurface, with a few ſtones, to keep it from being diſperſed by the wind. Theſe graves have not been found in very great numbers, nor ever near their huts.

When the lateſt accounts arrived from Port Jackſon, the natives ſtill avoided all intercourſe with our ſettlement, whether from diſlike or from contempt is not perfectly clear: They think perhaps that we cannot teach them any thing of ſufficient value to make them amends for our encroachments upon their fiſhing places. They ſeem to be among themſelves perfectly honeſt, and often leave their ſpears and other implements upon the beach, in full confidence of finding them untouched. But the convicts too frequently carry them off, and diſpoſe of them to veſſels coming to England, though at the

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hazard on one ſide of being proſecuted for theft, and on the other for purchaſing ſtolen goods. Injuries of this nature they generally revenge on ſuch ſtragglers as they happen to meet; and perhaps have already learnt to diſtinguiſh theſe freebooters, by their blue and yellow jackets, as they very early did the ſoldiers by their red clothes. Beyond theſe attacks they have not yet committed any open acts of hoſtility, except the ſeizing of the fiſh in the inſtance above related. They have not attempted to annoy the ſettlers by ſetting fire to the graſs, as they did when Captain Cook was on the coaſt; nor have they, which is more important, ſhown any deſire to burn the crops of corn. So abſolutely indiſpenſable to the welfare of the ſettlement is the preſervation of the grain, that an attempt of this kind muſt at all events be counteracted; but in no other caſe will any harſh meaſures be adopted, or any effort made to drive them to a greater diſtance. Conciliation is the only plan intended to be purſued: But Governor Phillip, when he laſt wrote, ſeemed to deſpair of getting any of them to remain among his people, long enough for either to acquire the language of the other, except by conſtraint. Hitherto he has been unwilling to take this method, but if it can be done in ſuch a manner as not to create any general alarm among them, it will probably turn out to be the kindeſt piece of violence that could be uſed. Wherever it ſhall be practicable, by any means, to ex-

plain to them the friendly diſpoſition of Governor Phillip and his people towards them, and to make them underſtand, that the men from whom they receive occaſional injuries, are already a diſgraced claſs, and liable to ſevere puniſhment for ſuch proceedings, they will then perhaps acquire ſufficient confidence in their new countrymen to mix with them, to enrich themſelves with ſome of their implements, and to learn and adopt ſome of the moſt uſeful and neceſſary of their arts. It may, indeed, admit of a doubt whether many of the accommodations of civilized life, be not more than counterbalanced by the artificial wants to which they give birth; but it is undeniably certain that to teach the ſhivering ſavage how to clothe his body, and to ſhelter himſelf completely from the cold and wet, and to put into the hands of men, ready to periſh for one half of the year with hunger, the means of procuring conſtant and abundant proviſion, muſt be to confer upon them benefits of the higheſt value and importance.

According to the lateſt advices from Governor Phillip, the Sirius ſailed for the Cape on the 2d of October, 1788, to purchaſe grain, flour, and other neceſſaries. Live ſtock was not to be procured by this ſhip, as being leſs wanted in the preſent ſtate of the ſettlement, which had proviſions in ſtore for eighteen months, but not

grain

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grain enough for ſeed, and for the ſupport of cattle. The Fiſhburn and Golden Grove ſtoreſhips ſailed in November for England; the Supply was detained in Port Jackſon for occaſional uſe. At this time the officers were all in ſeparate houſes, and the whole detachment comfortably lodged, though the barracks were yet unfiniſhed. Nothing more, that requires to be related, has yet been heard from the ſettlement.

REMARKS and DIRECTIONS for SAILING into PORT JACKSON, by Capt. J. HUNTER, of the Sirius.

IN coming in with Port Jackſon, you will not immediately diſcover where the harbour is: Steer right in for the outer points, for there is not any thing in the way but what ſhows itſelf by the ſea breaking on it, except a reef on the ſouth ſhore which runs off a ſmall diſtance only: when you are paſt this reef and are a-breaſt the next point on the ſame ſide, you will open to the ſouthward of you an extenſive branch of the harbour, into which you will ſail; taking care to keep the ſhore on either

PLAN of PORT JACKSON
NEW SOUTH WALES.

Lat. 33.50 S. Long. 151. 25 E. fr. Greenwich

Variation of the Compass 7.54 E.

1788.

By Capt John Hunter.

It flows full & change *SE b E. & NW b W;* rises 6 *feet* spring tides, 4 *feet*, neap.

Magnetical North

River of Fresh Water

Fresh Water

Fresh Water

either ſide well on board, for there is a reef which dries at low water and lies very near the mid-channel, right off the firſt ſandy cove on the eaſt ſhore; this reef is pretty broad athwart, as well as up and down the channel, and ſhoals very gradually: The marks for it are, the outer north point and inner ſouth point touching, Green Point will then be on with a remarkable notch in the back land. To avoid it to the eaſtward, paſs the inner ſouth head a cable's length from it, and when you open any part of the ſandy beach of Camp Cove, haul ſhort in for it until you bring the inner north head and inner ſouth head on with each other; that mark will carry you up in five and ſix fathom: But if you cannot weather the reef, tack and ſtand into Camp Cove, which ſhoals gradually. If you paſs to the weſtward of the reef, ſteer in for Middle Cape, which is ſteep too, then ſteer up for the next point above it on the ſame ſide; when you are that length, you may take what part of the channel you pleaſe, or anchor where you like.

It flows Full and Change a quarter paſt eight.

Riſes { 4 6 } Neap { 6 0 } Spring } Tides.

CHAPTER XV.

Some Specimens of Animals from New South Wales.

CHAP. XV.

THE great advantage of a ſcientific eye over that of the unlearned obſerver, in viewing the productions of nature, cannot be more ſtrongly exemplified than by the preſent ſtate of the natural hiſtory of Botany Bay, and its vicinity. The Engliſh who firſt viſited this part of the coaſt, ſtaid there only a week, but having among them perſons deeply verſed in the ſtudy of nature, produced an account, to which the preſent ſettlers, after a reſidence of near eleven months when the laſt diſpatches were dated, have been able to add but very little of importance. The properties and relations of many objects are known to the philoſopher at firſt ſight, his enquiries after novelty are conducted with ſagacity, and when he cannot deſcribe by name what he diſcovers, as being yet unnamed, he can at leaſt refer it to its proper claſs and genus. The obſervation of unſkilful perſons is often detailed by trivial reſemblances, while it paſſes

paſſes by the marks which are really characteriſtic. Governor Phillip, in one of his letters, remarking the prodigious variety of vegetable productions then before his eyes, laments, that among all the people with him there happens not to be one who has any tolerable knowledge of botany. This circumſtance is perhaps leſs to be regretted than a deficiency in any other branch of natural knowledge. The reſearches of ſome gentlemen among the firſt voyagers were particularly directed to botanical diſcoveries, and a work which is now preparing, in a ſtyle of uncommon accuracy and elegance by one of the moſt illuſtrious of them, will probably diſcover that there was little left undone, even in their ſhort ſtay, towards completing that branch of enquiry. Of quadrupeds the whole ſtock contained in the country appears to be confined to a very few ſpecies: Wolves have not been ſeen, though the tracks of them were ſo frequently thought to be detected on this coaſt by Captain Cook's party. Birds are numerous, but they belong in general to claſſes already known to naturaliſts; a few drawings however, and ſpecimens of both, have been ſent over. Theſe, to gratify, as far as poſſible, the curioſity of thoſe readers whoſe attention is particularly directed to natural hiſtory, have been engraved, and a ſhort account of them is thrown together in this chapter. Of reptiles few have been ſeen that are at all curious. A large Lizard, of the *ſcincus* kind, with the remarkable

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peculiarity of a ſmall ſpine or horn ſtanding near the extremity of the tail, is ſaid to be among ſome ſpecimens ſent over as private preſents; and alſo a kind of frog, whoſe colour is blue; but theſe do not in other reſpects differ materially from the uſual form of their reſpective ſpecies. The ants are fully deſcribed in Captain Cook's firſt voyage.

QUADRUPEDS

SPOTTED OPOSSUM.

Publish'd July 28th 1789 by J. Stockdale

QUADRUPEDS.

The KANGOOROO *has been particularly deſcribed already.*

The SPOTTED OPOSSUM.

The annexed plate repreſents a ſmall animal of the opoſſum kind, which has not before been delineated. It is perhaps the ſame which is ſlightly deſcribed in Captain Cook's firſt voyage as reſembling a polecat, having the back ſpotted with white; and is there ſaid to be called by the natives *Quoll.** The colour however is darker, being rather black than brown.

The *Spotted Opoſſum*, for ſo it may properly be named, is in length from the noſe to the extremity of the tail about twenty-five inches, of which the tail itſelf takes up about nine or ten. The general colour of the animal is black, inclining to brown beneath; the neck and body ſpotted with irregular roundiſh patches of white; the ears are pretty large, and ſtand erect, the viſage is pointed, the muzzle furniſhed with long ſlender hairs; the fore, as well as hind legs, from the knees downward, almoſt naked, and aſh-coloured; on the fore feet are five claws, and on the hind, four and a thumb without a claw; the tail, for about an inch and an half from the root, covered with hairs of the ſame length as

* Hawkeſw. iii. p. 222.

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thoſe on the body, from thence to the end with long ones not unlike that of a ſquirrel. The ſpecimen from which the above account was taken, is a female, and has ſix teats placed in a circle, within the pouch.

Another animal of the opoſſum kind has been ſent alive to the Rev. Dr. Hamilton, Rector of St. Martin's, Weſtminſter, and is now living in the poſſeſſion of Mr. J. Hunter. It appears to be of the ſame ſort as that mentioned in Captain Cook's firſt voyage,* and that alſo which was found near Adventure Bay, repreſented in the eighth plate of Captain Cook's third voyage, and ſlightly deſcribed in Vol. I. p. 109 of that work: but it muſt be owned, that neither its form nor character is very well expreſſed in that plate.

The countenance of this animal much reſembles that of a fox, but its manners approach more nearly to thoſe of the ſquirrel. When diſpoſed to ſleep, or to remain inactive, it coils itſelf up into a round form; but when eating, or on the watch for any purpoſe, ſits up, throwing its tail behind it. In this poſture it uſes its fore feet to hold any thing, and to feed itſelf. When irritated, it ſits ſtill more erect on the hind legs, or throws itſelf upon its back, making a loud and harſh noiſe. It feeds only on vegetable ſubſtances.

* Hawkeſw. vol. iii. p. 182.

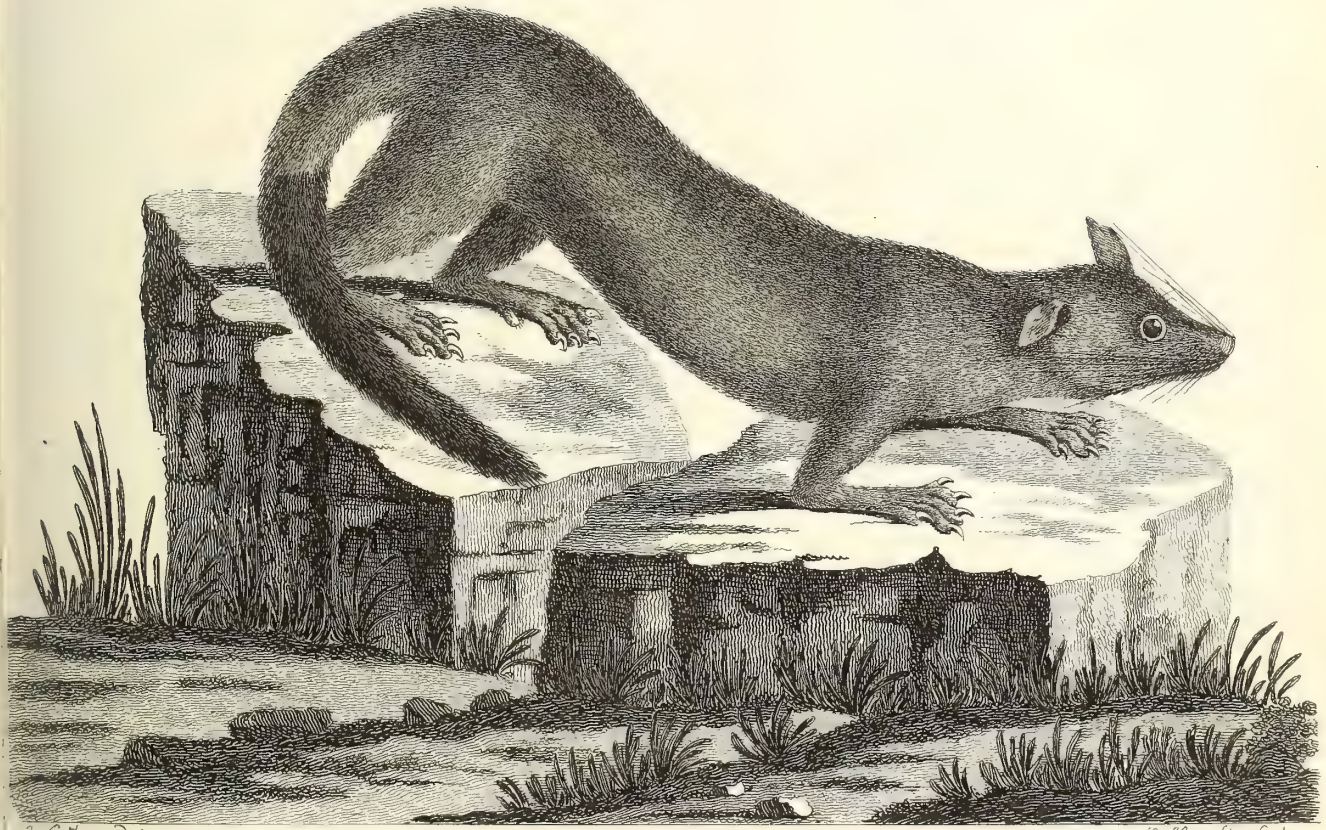
This

This ſpecimen is a male. The fur is long, but cloſe and thick; of a mixed brown or greyiſh colour on the back, under the belly and neck, of a yellowiſh white. Its length is about eighteen inches, excluſive of the tail, which is twelve inches long, and prehenſile. The face is three inches in length, broad above and very pointed at the muzzle, which is furniſhed with long whiſkers. The eyes are very large, but not fierce. On the fore feet are five claws; on the hind, three and a thumb. The teeth are two in the front of the upper jaw, and two in the lower; the upper projecting beyond the under. In the Kangooroo it is remarkable that there are four teeth in the upper jaw, oppoſed to two in the under. The teſticles are contained in a pendulous ſcrotum, between the two thighs of the hind legs, as in the common opoſſum. The affinity of almoſt all the quadrupeds yet diſcovered on this coaſt to the opoſſum kind, in the circumſtance of the pouch in which the female receives and ſuckles her young, ſeems to open a field of inveſtigation moſt intereſting to the naturaliſt: and the public will doubtleſs learn with pleaſure, that it is the intention of the moſt able comparative anatomiſt of the age, to give a paper on this ſubject to the Royal Society. It cannot, therefore, be neceſſary at preſent to purſue the enquiry any further.

CHAP. XV.

Vulpine Opossum.

This is not unlike the common fox in ſhape, but conſiderably inferior to it in reſpect to ſize, being, from the point of the noſe to the ſetting on of the tail, only twenty-ſix inches; the tail itſelf fifteen inches: the upper parts of the body are of a griſly colour, ariſing from a mixture of duſky and white hairs, with rufous-yellow tinge; the head and ſhoulders partaking moſt of this laſt colour: round the eyes blackiſh: above the noſtrils ten or twelve black whiſkers, four inches or more in length: all the under parts of the body are of a tawny buff-colour, deepeſt on the throat, where the bottom of the hairs are ruſt-colour: the tail is of the colour of the back for about one quarter of its length, from thence to the end, black: the toes on the fore feet are five in number, the inner one placed high up: on the hind feet four toes only: with a thumb, conſiſting of two joints, without a claw, placed high up at the baſe of the inner toe. The whole foot ſerving the purpoſe of a hand, as obſervable in many of the opoſſum genus. The legs are much ſhorter in proportion than thoſe of the common fox: the ears about one inch and an half in length: in the upper jaw are ſix cutting teeth, and four grinders, with two ſmall canine teeth placed at an equal diſtance between them: in the under jaw two long cutting teeth, not unlike thoſe of a ſquirrel, and four grinders to anſwer thoſe in the upper jaw, but no canine teeth.—A repreſentation of the mouth and teeth may be ſeen in one of the following plates.



WULPINE OPOSSUM.

Publishd Aug.31, 1789, by J. Stockdale.

NORFOLK ISLAND FLYING SQUIRREL.

Publish'd Aug. 6. 1789. by J. Stockdale.

Norfolk Island Flying-Squirrel.

Size of the American grey ſquirrel, and the general colour of the upper parts very nearly reſembling that animal; the under parts white: from the noſe to the tail runs a ſtreak of duſky black, and another ſprings on each ſide of the head behind the noſtrils, paſſing over the eyes and finiſhing behind them: ears not riſing from the head: on each ſide of the body is a broad flap or membrane, as in other flying ſquirrels, which is united to both the fore and hind legs, as uſual in many of this diviſion: this membrane is black, fringed on the outer edge with white: the tail for two-thirds of the length, is of an elegant aſh colour, paler than the body, from thence to the end duſky black: the toes on the fore legs are five in number; thoſe of the hinder uncertain, as the legs behind were wanting: length from head to rump nine inches; the tail is ten inches.

CHAP. XV.

BIRDS.

Order II. Pies.

Genus V. Species XIV.

Var. B.

Blue Bellied Parrot.

Deſcribed thus by Mr. Latham.

"The length of this beautiful parrot is fifteen inches. The bill is reddiſh: orbits black: head and throat dark blue, with a mixture of lighter blue feathers: back part of the head green; towards the throat yellow green: back and wings green: prime quills duſky, barred with yellow: breaſt red, mixed with yellow: belly of a fine blue: thighs green and yellow: tail cuneiform; the two middle feathers green; the others the ſame, but bright yellow on the outer edges: legs duſky.

Inhabits Botany Bay in New Holland."

Latham's Synopſis, vol. i. p. 213.

To this account little need be added, except that in our preſent ſpecimens the parts there ſaid to be blue are rather a bright lilac: the bill is a deep orange; and there are red ſpots on the back between the wings, and a few near the vent feathers.

BLUE BELLIED PARROT.

Publishid July 17. 1789. by J. Stockdale.

P. Mazell Sculp.

TABUAN PARROT.

Published July 24 1789 by J. Stockdale.

TABUAN PARROT.

Order and Genus the ſame.

Species XVI.

A Variety.

THE bird here repreſented has been ſeen by Mr. Latham, and was by him referred to this ſpecies; of which however it ſeems a very remarkable variety: The prevalent colour of the head, neck and breaſt, being, inſtead of a deep crimſon or purpliſh red, as in his deſcription and plate, as well as in a fine ſpecimen now in his own collection, a very bright ſcarlet: the blue mark acroſs the lower part of the neck appears the ſame; but the blue feathers in the wings are entirely wanting; and the bill is not black.

See Latham's Synopſis, vol. i. p. 214.

The ſpecimen here delineated may be thus deſcribed.

Length twenty-four inches: bill brown, the upper mandible tinged with red: the head, neck, and all the under parts of the body a bright ſcarlet: the back and wings a fine green. On the lower part of the neck, between that and the back, a creſcent of blue: the tail long and cuneiform, moſt of its feathers deep blue: the legs aſh coloured: on the upper part of the wings a narrow line of lighter green.

CHAP. XV.

PENNANTIAN PARROT.

Order and Genus the ſame.

Species, 134.

SIZE of the ſcarlet lory, length ſixteen inches: the bill of a blueiſh horn colour; the general colour of the plumage ſcarlet; the baſe of the under mandible and the chin covered with rich blue feathers: the back black, the feathers edged with crimſon: wings blue, down the middle much paler than the reſt: the quills and tail black, the feathers edged outwardly with blue, and three of the outer tail feathers, from the middle to the end, of a pale hoary blue: the tail is wedge ſhaped, the middle feathers eight inches in length; the outermoſt, or ſhorteſt, only four: the bottom of the thighs blue, legs duſky, claws black.

This beautiful bird is not unfrequent about *Port Jackſon*, and ſeems to correſpond greatly with the *Pennantian Parrot*, deſcribed by Mr. *Latham* in the ſupplement to his *General Synopſis of Birds*, p. 61. differing in ſo few particulars, as to make us ſuppoſe it to differ only in ſex from that ſpecies.

A. Latham. Delin.

P. Mazell Sculp.

PENNANTIAN PARROT.

Publish'd Aug. 6. 1789, by J. Stockdale.

PACIFIC PARRAKEET

Published June 17, 1789, by J. Stockdale, Piccadilly.

PACIFIC PAROQUET.

Order and Genus the ſame.

Species LVI.

A new variety.

Mr. Latham's deſcription is this:

"LENGTH twelve inches, bill of a ſilvery blue; end black: in ſome, the forehead and half the crown; in others, the forehead only, of a deep crimſon: behind each eye a ſpot of the ſame colour: on each ſide of the vent a patch of the ſame: the plumage in general of a dark green, paleſt on the under parts: the tail is cuneiform; the two middle feathers are five inches and an half in length; the outer ones two inches and an half; upper parts of it the ſame green with the body; beneath aſh colour: the outer edge of the wings, as far as the middle of the quills, deep blue; the ends of the quills duſky: legs brown: claws black."

Latham's Synopſis, vol. I. p. 252.

The variety here repreſented has a brown bill, tinged with red at the end, and a cap of azure blue at the back of the head, interſperſed with a few ſmall feathers of a yellowiſh green; the top of the wings is of a yellow hue, and there are no blue feathers in the wings.

CHAP. XV.

The SACRED KING'S FISHER.

Order of Birds II. Pies.

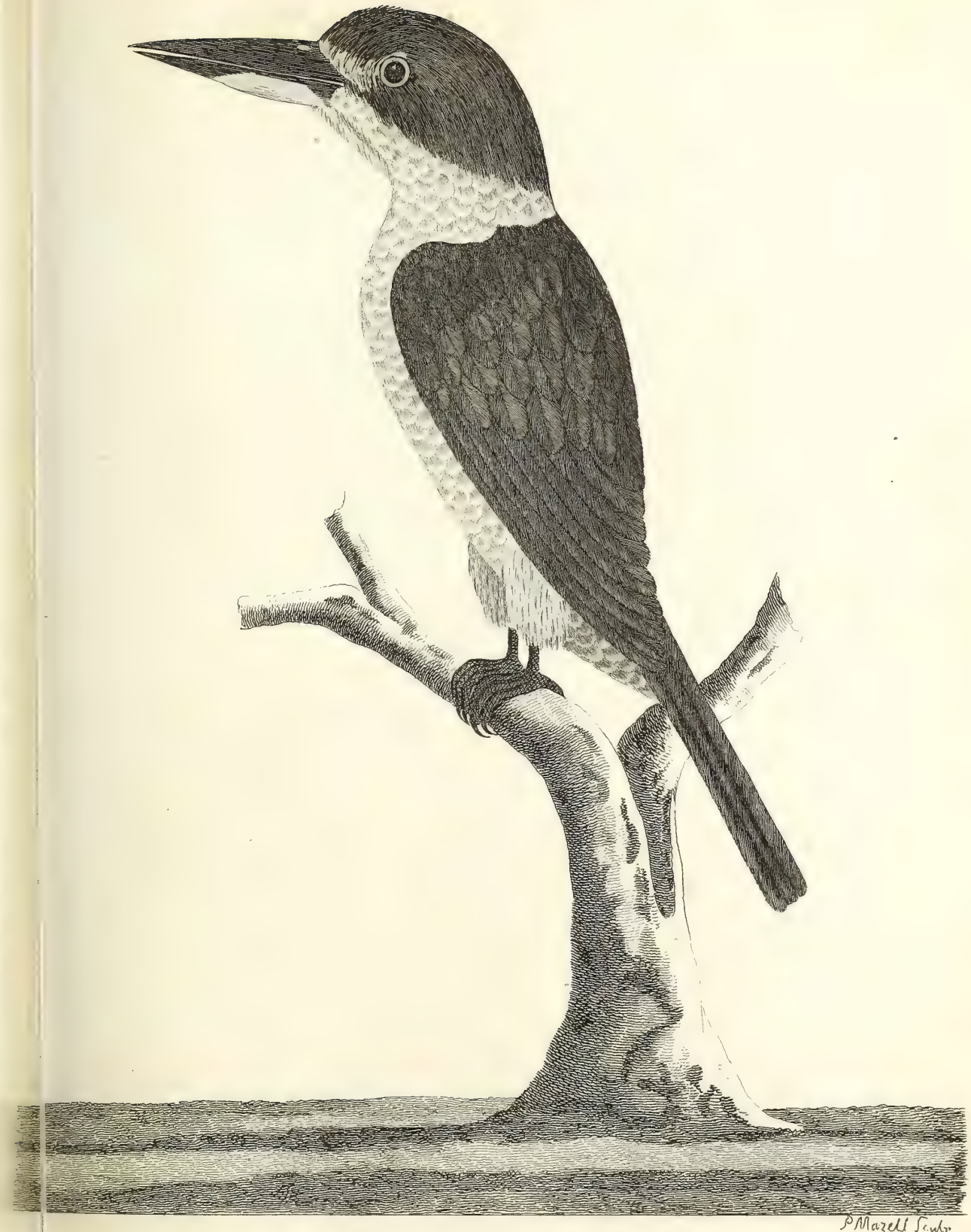
Genus XXIII.

Species 12.

THE following deſcription is extracted from Mr. Latham's Synopſis of Birds, vol. ii. p. 623. The ſpecimen here repreſented, being the ſame as his fourth variety of that ſpecies marked D.

"This in ſize is rather leſs than a blackbird: the bill is black; the lower mandible yellowiſh at the baſe: head, back, wings, and tail, blue tinged with green: the under parts of the body white, extending round the middle of the neck like a collar: legs blackiſh."

To which account we may add, that the bill is very ſtrong at the baſe, and ſharp at the point; that the feathers immediately above the bill are tinged with yellow; and that the toes, as in moſt of this ſpecies, are three before and one behind.



P. Mazell Sculp.

SACRED KINGS FISHER

Published as the Act directs June 17. 1789, by J. Stockdale, Piccadilly.

MALE SUPERB WARBLER

Published June 17 1789, by J. Stockdale, Piccadilly.

SUPERB WARBLER, Male.

Birds, Order III. Paſſerine.

Genus XLI. Warbler.

Species 137.

A new variety.

"THE length of this beautiful ſpecies is five inches and a half: the bill black: the feathers of the head are long, and ſtand erect like a full creſt; from the forehead to the crown they are of a bright blue; from thence to the nape, black like velvet: through the eyes from the bill, a line of black; beneath the eye ſprings a tuft of the ſame blue feathers; beneath theſe and on the chin, it is of a deep blue almoſt black, and feeling like velvet: on the ears is another patch of blue, and acroſs the back part of the head a band of the ſame, (in ſome ſpecimens, the patches of blue under the eye and on the ear unite together, and join with the band at the nape, as in the plate*) the whole giving the head a greater appearance of bulk than is natural: the hind part of the neck and upper parts of the body and tail, deep blue black; the under, pure white: wings, duſky; ſhafts of the quills cheſnut: the tail, two inches and a quarter long, and cuneiform; the two outer feathers very ſhort: legs duſky brown: claws black."

Latham's Synopſis, vol. iv. p. 501.

* Latham's Synopſis, vol. iv. pl. 53.

The

CHAP. XV.

The diſpoſition of the blue is found to differ in moſt of the ſpecimens. In the preſent variety, the whole head is enveloped in blue, which terminates in an irregularly waving line, and is continued below the eye in a broad band, edged in the ſame manner, and running almoſt to a point, as low as the bottom of the neck on each ſide; but there is no band continued round the neck, which, both above and below, is of the deep blue like velvet, mentioned by Mr. Latham. Some feathers of a very bright orange lie immediately under that blue, and above the wings *.

* The Specimens from which Mr. Latham took his deſcriptions were met with at Van Diemen's Land, the moſt ſouthern part of New Holland.

FEMALE SUPERB WARBLER

Published as the Act directs June 17. 1789. by J. Stockdale, Piccadilly

SUPERB WARBLER, Female.

WHEN Mr. Latham's Synopſis was publiſhed, the female of this ſpecies was entirely unknown; and it was conjectured by that author that the diſpoſition of the blue might poſſibly mark the ſexes. The female is now diſcovered to be entirely deſtitute of all the fine blue colours, both pale and dark, by which the male is adorned, except that there is a very narrow circle of azure round each eye, apparently on the ſkin only: all the upper feathers conſiſt of ſhades of brown, and the whole throat and belly is pure white. Except from the ſhape and ſize, this bird would not be ſuſpected at firſt ſight to belong to the ſame ſpecies as the male: the epithet of *ſuperb* applies very ill to the female.

CHAP. XV.

Caspian Tern.

Birds, Order IX. Webfooted.

Genus LXXXVIII. Species I.

Variety B.

The plate of this bird is inſerted at pag. 77. Mr. Latham's deſcription is as follows.

"Length nineteen or twenty inches: bill three inches, ſtout and of a pale yellow: noſtrils pervious: the crown of the head black; the feathers longiſh, and forming a kind of penſile creſt at the nape; the reſt of the head, neck, and under parts of the body, white: back and wings pale cinereous grey: quills grey, with the ends duſky; the inner webs, half way from the baſe, white: tail grey, forked; the end half of the other feathers white; the laſt is exceeded by the firſt an inch: legs black. Suppoſed to inhabit China; ſeen alſo, or very ſimilar, from the Friendly Iſles; alſo found at Hapaee, one of the Sandwich Iſlands."

Syn. Vol. vi. p. 351.

NORFOLK ISLAND PETREL.

Published Aug. 6, 1789. by J. Stockdale.

Order IX. Web-footed.

Genus XC.

NORFOLK ISLAND PETREL.

LENGTH ſixteen inches, bill one inch and an half long, black, and very hooked at the tip: the head as far as the eyes, the chin and throat, waved, brown and duſky white: the reſt of the body on the upper parts of a ſooty brown, the under of a deep aſh colour; the inner part of the quills, eſpecially next the baſe, very pale, nearly white, and the wings, when cloſed, exceed the tail by about an inch: the tail is much rounded in ſhape, and conſiſts of twelve feathers, of the ſame colour as the upper parts of the body: the legs are pale yellow, the outer toe black the whole length, the middle one half way from the tip, the webs alſo correſpond, the outer one being black, except juſt at the baſe; and the inner one black for about one third from the end: the claws black; the ſpur, which ſerves in place of a back toe, is alſo black.

This inhabits *Norfolk Iſland*, and burrows in the ſand like a rabbit, lying hid in the holes throughout the day, and coming out of evenings in queſt of food. This bird appears to differ ſo very little from the *dark grey Petrel* of *Cook*'s *Voyage*, vol. i. p. 258. that it is not improbable it may prove to be the ſame ſpecies. This is deſcribed in the *General Synopſis of Birds*, vol. vi. p. 399. under the name of *Grey Petrel*; as alſo another ſpecies, in p. 400. by the name of *White-breaſted Petrel*, differing only in the breaſt from our ſpecimen.

CHAP. XV.

Order IV. Columbine.

Genus XLVI.

Bronze-winged Pigeon.

Size of a large dove-houſe pigeon: general colour of the plumage aſh-coloured, brown on the upper parts, the feathers margined with pale rufous; the under parts pale aſh-colour, with very pale margins: the wing coverts are much the ſame colour as the back, but the greater ones, or lower ſeries, have each of them a large oval ſpot of bronze on the outer webs near the ends, forming together, when the wings are cloſed, two bars of the moſt brilliant and beautiful bronze, changing into red, copper, and green, in different reflections of light: ſeveral of the feathers alſo among the other coverts have the ſame ſpots on them, but are irregularly placed: the quills are brown, with the inner webs, from the middle to the baſe, pale rufous; as are the ſides of the body and all the under wing coverts: the tail conſiſts of ſixteen feathers; the two middle ones are brown, the others pale lead, or dove colour, with a bar of black near the tips: the bill is of a dull red: the forehead very pale, nearly white, paſſing a little way under the eye: the chin and throat pale grey: the legs are red.

This bird inhabits Norfolk Iſland; and is clearly a non-deſcript ſpecies.

BRONZE WINGED PIGEON.

Published Aug. 6. 1789. by J. Stockdale.

WHITE FRONTED HERON.

Publish'd Aug. 19. 1789. by J. Stockdale.

Order VII. Cloven-footed.

Genus LXV.

WHITE-FRONTED HERON.

THIS is little more than half the ſize of the common Heron: length 28 inches: the general colour of the plumage is bluiſh aſh, inclining to lead colour: top of the head black, and a trifle creſted; the forehead, ſides of the head, chin, and throat white, paſſing downwards, and finiſhing in a point about the middle of the neck before: on the lower part of the neck the feathers are long and looſe, and of a pale rufous cinnamon colour; all the under parts of the body alſo incline to this laſt colour, but are much paler: the quills and tail are dark lead colour, nearly black: on the back the feathers are long and narrow, and hang part of the way on the tail: the bill is four inches long, and black; but the baſe half of the under mandible is yellowiſh: the legs are formed as in other herons, of a yellowiſh brown colour, and the claws are black.

This bird was ſent from Port Jackſon in New Holland, and as it has not been noticed by any author, we conſider it as a new ſpecies.

CHAP. XV.

Order II. Pies.

Genus XXVI.

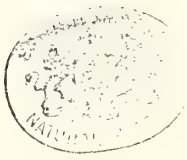
Wattled Bee-eater.

The ſize of this bird is nearly that of a cuckow: length fourteen inches and a half: the bill one inch long, and of nearly the ſame ſhape and ſize as in the Poë Bird; the colour black: the general colour of the plumage is brown, paleſt on the under parts; moſt of the feathers are pointed in ſhape, and have a ſtreak of white down the middle: the fore part of the head, as far as the eyes, is ſmooth, but the reſt of the head appears full, the feathers being longer: from the gape of the bill a broad ſtreak of ſilvery white paſſes under the eye, and beneath this, on each ſide of the throat, hangs a pendulous wattle, about half an inch in length, and of an orange colour: the wings, when cloſed, reach about one third on the tail, which is about half the length of the bird, and cuneiform in ſhape: both the quills and tail feathers are of a darker brown than the reſt of bird, and have the tips white: the middle of the belly is yellow: the legs are of a pale brown, the hind toe very ſtout, and the outer toe connected to the middle one as far as the firſt joint.

The above inhabits New Holland; it was received from Port Jackſon, and is no doubt a non-deſcript ſpecies.

WATTLED BEE EATER.

Publish'd Aug. 19. 1789. by J. Stockdale.



PSITTACEOUS HORNBILL.

Publishid Aug 31. 1789, by J. Stockdale.

Order II. Pies.

Genus VIII.

PSITTACEOUS HORNBILL.

THE bird is about the ſize of a crow: the total length two feet three inches: the bill is large, ſtout at the baſe, much curved at the point, and channelled on the ſides; the colour pale brown, inclining to yellow near the end: the noſtrils are quite at the baſe, and are ſurrounded with a red ſkin, as is the eye alſo, on the upper part: the head, neck, and under parts of the body are pale blue-grey; the upper parts of the body, wings, and tail, aſh colour; and moſt of the feathers are tipt with duſky black, forming bars of that colour acroſs the wings: the wings, when cloſed, reach to near three-quarters of the length of the tail: the tail itſelf is long, and cuneiform, the two middle feathers meaſuring eleven inches, and the outer one on each ſide little more than ſeven; a bar of black croſſes the whole near the end, and the tips of all the feathers are white: the legs are ſhort and ſcaly, and the toes placed two forwards, and two backwards, as in thoſe of the toucan or parrot genus: the colour of legs and claws black.*

This

* Mr. Latham, who has been kind enough to give his ſentiments on this occaſion, is of opinion that this bird does not ſtrictly belong to any of the preſent eſtabliſhed

CHAP. XV.

This bird was killed at Port Jackſon, and we believe it to be hitherto non-deſcript.

bliſhed genera. The make indeed is altogether that of an hornbill, and the edges of the mandible are ſmooth, but the toes being placed two forwards and two backwards, ſeem to rank it with the Parrots or Toucans; and it has been unlucky that in the ſpecimen from which the deſcription was taken, the tongue was wanting, which might in a great meaſure have determined the point: but the inducement for placing it with the hornbills has had the greater weight, as not a ſingle ſpecies of the toucan tribe has yet been met with in that part of the world.

Such

Such is the account of the birds of which drawings or ſpecimens have been obtained from Port Jackſon or from Norfolk Iſland. Wild ducks, teal, quails, and other common ſpecies are numerous in both places, and the variety, as well as number of the ſmall birds is conſiderable. Birds of the Caſſowary or Emu kind have very frequently been ſeen; but they are ſo ſhy, and run ſo ſwiftly, that only one has yet been killed. That bird was ſhot near the camp, while Governor Phillip was abſent on his firſt expedition to Broken Bay, and was thought by him to differ materially both from the oſtrich and caſſowary; the ſkin was ſent over, but at the time when this ſheet was printed off, had not been ſtuffed, or put into form. Should it, on examination, exhibit any remarkable peculiarities, we ſhall endeavour to obtain a deſcription of it, to ſubjoin at the concluſion of this volume.

Since

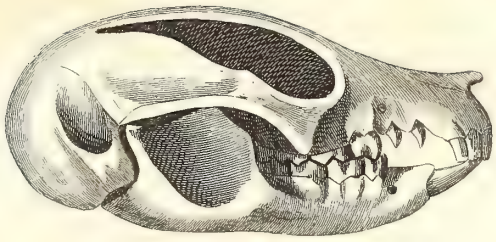
CHAP. XV.

Since ſtating the dimenſions of the kanguroo, in page 106, Lord Sydney has received from Governor Phillip, a male of a much larger ſize, which meaſures as follows.

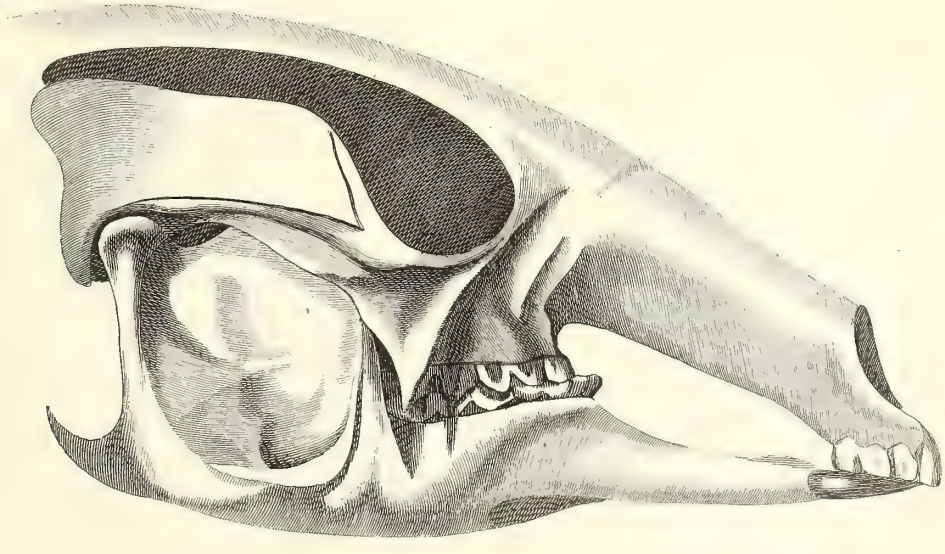
	f.	in.
Length from the point of the noſe to the end of the tail, — —	8	5
Length of the tail, — —	3	1
——— head, — —	0	11
——— fore legs, — —	2	0
——— hind legs — —	3	7
Circumference of the fore part by the legs,	1	9
——— lower parts ———	4	5
Round the thicker part of the tail, which gradually tapers to the end. — —	1	1

The above is the largeſt kanguroo that has yet been ſeen, and there is every reaſon to believe that even this had not nearly attained its full growth.

Lieutenant Shortland deſcribes them as feeding in herds of about thirty or forty, and aſſures us, that one is always obſerved to be apparently upon the watch, at a diſtance from the reſt.



Skeleton of the Head of the Vulpine Opossum



P. Mazell del. & Sculp.

Skeleton of the Head of the Kangooroo.

Published Sept. 21. 1789, by J. Stockdale.

CHAPTER XVI.

Papers relative to the Settlement at Port Jackſon. N° I.

General Return of the four Companies of Marines, doing duty in the ſettlement of New South Wales.

October 1ſt, 1788.		Major Commandant	Captains.	Captain Lieutenants	First Lieutenants	Second Lieutenants	Adjutant	Quarter Maſter	Judge Advocate	Serjeants	Corporals	Drummers	Privates
Preſent	Fit for duty	1	2	2	7	2	1	1	1	12	11	8	145
	Unfit for duty	—	—	—	—	—	—	—	—	—	—	—	15
Adj. of Orders and Officer of Engrs.		—	—	—	1	1	—	—	—	—	—	—	—
Abſent	On command	—	—	—	—	—	—	—	—	—	1	—	—
	With leave	—	—	—	—	—	—	—	—	—	—	—	—
	Without leave	—	—	—	—	—	—	—	—	—	—	—	—
	In gaols	—	—	—	—	—	—	—	—	—	—	—	—
Wanting to complete		—	—	—	—	1	—	—	—	—	—	—	—
Total		1	2	2	8	4	1	1	1	12	12	8	160

(Signed) R. ROSS, Major.

Alterations ſince laſt Return.

Joined the detachment	—	-	-	-	-	-	-	-	-	-	-	-	1
Diſcharged	—	-	-	-	-	-	-	-	-	-	-	-	-
Dead	—	-	-	-	-	-	-	-	-	-	-	-	-
Embarked	—	-	-	-	-	-	-	-	-	-	-	-	1
Promoted to Serjeants	—	-	-	-	-	-	-	-	-	-	-	-	-
Promoted to Corporals	—	-	-	-	-	-	-	-	-	-	-	-	1
Reduced	—	-	-	-	-	-	-	-	-	-	1	-	-
Drummers made privates	—	-	-	-	-	-	-	-	-	-	-	-	-
Privates made drummers	—	-	-	-	-	-	-	-	-	-	-	-	-

N. B. John Roſs, volunteer, doing duty without pay, September the 15th, embarked on board of his Majeſty's ſhip Sirius one private, in lieu of one private joined the detachment from his Majeſty's ſhip Sirius, September the 15th.

Return of the OFFICERS.

Officers Names.		Preſent. Doing duty in the detachment	Preſent. Unfit for duty	Doing duty at Head Quarters. Adjutant of Orders	Doing duty at Head Quarters. Officer of Engineers.	Abſent. On command	Abſent. With leave	Abſent. Without leave
Major Commandant	Robert Roſs	1	-	-	-	-	-	-
Captains	James Campbell	1	-	-	-	-	-	-
Captains	John Shea	1	-	-	-	-	-	-
Captain Lieutenants	James Meredith	1	-	-	-	-	-	-
Captain Lieutenants	Watkin Tench	1	-	-	-	-	-	-
First Lieutenants	Geo. Johnſtone	-	-	1	-	-	-	-
First Lieutenants	John Creſwell	1	-	-	-	-	-	-
First Lieutenants	Robert Kellow	1	-	-	-	-	-	-
First Lieutenants	John Poulden	1	-	-	-	-	-	-
First Lieutenants	John Johnſtone	1	-	-	-	-	-	-
First Lieutenants	James M. Shairp	1	-	-	-	-	-	-
First Lieutenants	Thomas Davey	1	-	-	-	-	-	-
First Lieutenants	Thomas Timins	1	-	-	-	-	-	-
Second Lieutenants	Ralph Clarke	1	-	-	-	-	-	-
Second Lieutenants	William Dawes	-	-	-	1	-	-	-
Second Lieutenants	William Faddy	1	-	-	-	-	-	-
Adj. Second Lieut.	John Long	1	-	-	-	-	-	-
Qu. Maſter 1ſt Lieut.	James Furzer	1	-	-	-	-	-	-
Judge Advocate	David Collins	1	-	-	-	-	-	-

(Signed) R. ROSS, Major.

N° II.

ARTIFICERS belonging to the MARINE DETACHMENT, employed from the 17th May to the 30th September, 1788, both Days inclusive.

Trades.	Number of company.	Names.	Number of days employed.	How and where employed.
Carpenters	54	Charles Reynolds,	112 ½	Commanding officer's house, barracks, &c. for the officers and men of the detachment.
	6	Patrick Connell,	109 ½	
		William Dowlan,	81 ½	
	59	Edward Dinger,	90	
	61	Thomas Scott,	10	
	35	Andrew Fiſhburne,	101	
	11	Joſeph Lewis,	70	
	30	Robert Stephens,	55 ½	
	18	John Lewis,	85	
	5	Ralph Brough,	99 ½	
Maſons	11	John Brown, (1)	96 ½	
	8	Thomas Phillips,	110	
	48	John Folly,	86 ½	
	41	Mark Hurſt,	100	
	47	John Bates,	27	
Shinglers	38	Charles Brixey,	107	
	41	Henry Wright,	68	
	27	Benjamin Cuſley,	44	
	26	James Angel,	29	
	42	John Roberts,	23	
	2	William Hallam,	61 ½	
	56	John Brown, (2d)	61 ½	
Sawyers	15	James Rogers,	59 ½	
	51	John Griffiths,	58 ½	
	24	William Strong,	97 ½	
	35	Richard Knight,	59 ½	
	51	Henry Roſſor,	45	
File cutter	30	Thomas Jackſon,	88 ½	Public works.
Miner	50	John Brannon,	35 ½	
		Total number of days	3072 ½	

R. ROSS, MAJOR.

THESE artificers were employed on the repreſentation of the Lieutenant-Governor to Governor Phillip, that it was impoſſible to erect the barracks neceſſary for the officers and men of the detachment, without employing ſuch artificers for that purpoſe as could be found among themſelves. It was at the ſame time repreſented, that theſe men could not properly be retained at ſuch work, unleſs they were to be paid in the cuſtomary manner of paying all troops employed on *extra* works for the public ſervice: and more eſpecially, as it was known that the artificers taken from the ſhips of war and tranſports were to be paid for all work done on ſhore.

Governor Phillip agreed entirely as to the neceſſity of employing the artificers, and with reſpect to their pay, had no doubt that the matter muſt be decided by cuſtom: In conſequence of which he iſſued an order for that purpoſe on the 17th of May, 1788.

CHAP. XVI.

N° III.

THE Right Hon. the Lords Commiſſioners of the Admiralty, in a letter, dated the 8th of October, 1786, addreſſed to the commanding officers of each diviſion of the marines, directed them to ſignify to ſuch marines as would make a voluntary tender of their ſervice for Botany Bay, that they ſhould at the expiration of their ſtation of three years be entitled to their diſcharge on their return to England, provided their good behaviour during this ſervice ſhould have merited ſuch marks of favour: Or that, if they preferred it, they ſhould at the time of relief be diſcharged in New South Wales, and permitted to ſettle there. In conſequence of this, at the date of the following paper, the queſtion was put by the Lieutenant Governor to all the officers and men, whether they choſe to remain in the country, either as ſoldiers or ſettlers. Before this queſtion was aſked, Major Roſs applied to Governor Phillip to know what encouragement Government held out to thoſe who ſhould wiſh to remain in either capacity. To this application it was anſwered by the Governor, that the proper inſtructions and authorities for giving every reaſonable encouragement to ſuch of the military and others as ſhould be deſirous to remain in New South Wales, and for making grants of land, were to be ſent from England as

ſoon

ſoon as Government being ſufficiently informed of the actual ſtate of the country, and the quality of the ſoil, at and near the ſettlement, could determine what was the moſt eligible mode of granting the lands.

Thoſe documents having been received, the ampleſt powers are now to be ſent out to Governor Phillip, that he may make ſuch grants and give ſuch encouragement as may be proportioned to the merits of thoſe who apply, and ſatisfactory to every individual.

The following liſt exhibits the reſult of the queſtion put by the Lieutenant Governor to the officers and men of the marines, concerning their deſire to return, or to remain in New South Wales.

LIST

LIST of ſuch OFFICERS, NON-COMMISSIONED OFFICERS, DRUMMERS, and PRIVATES, as are deſirous of remaining in this Country, after the time when their Lordſhips the Commiſſioners of the Admiralty intended to relieve the Detachment, as expreſſed in their Letter of the 8th October, 1788.

NEW SOUTH WALES, *1ſt October*, 1788.

Number of company.	Names and quality.	Deſirous of remaining in this country.
	Watkin Tench, Capt. Lieutenant,	as a ſoldier for one tour more of three years.
	George Johnſtone, Firſt Lieutenant,	having been ſo ſhort a time in this country, cannot determine whether he would wiſh to remain or not, as to ſettling can ſay nothing.
	John Johnſtone, ditto,	having been ſo ſhort a time in this country, cannot determine whether he would wiſh to remain another tour or not, as to ſettling can ſay nothing, till he knows on what terms.
	James Maitland Shairp, ditto,	being ſo ſhort a time in the country, he cannot yet judge whether he would wiſh to remain or not another tour, as to ſettling, until he knows the terms and nature of the grants, cannot determine.
	William Dawes, Second Lieutenant,	as a ſoldier for one tour more of three years.
53	William Baker, Serjeant,	as a ſoldier.
5	George Flemming, private,	as a ſoldier for three years more.
26	Iſaac Tarr, ditto,	as a ſettler.
56	James Manning,	as a ſoldier.

All the officers, non-commiſſioned officers, drummers, and private men of the detachment, whoſe names are not expreſſed in the above liſt, wiſh to return to England, at the time propoſed by their Lordſhip's letter of the 8th October, 1786, or as ſoon after as their Lordſhips may find it convenient.

I R. ROSS, MAJOR.

N° IV.

An Account of Proviſions remaining in his Majeſty's Stores, at Sydney Cove, New South Wales, 30th September, 1788.

Flour,	414,176 pounds,	is	62 weeks ration.
Rice,	51,330 ——	—	15 ——
Beef,	127,608 ——	—	43 ——
Pork,	214,344 ——	—	128 ——
Peaſe,	2,305 buſhels,	—	58 ——
Butter,	15,450 pounds,	—	49 ——

Number of Perſons victualled.

Men, 698. Women, 193. Children, 42.

Proviſions at Norfolk Iſland, twenty months.

Number of Perſons victualled.

Men, 44. Women, 16.

ANDREW MILLER, Commiſſary.

Return

N° V.

Return of Sick, September 27th, 1788.

Marines ſick in hoſpital - - -	4
——————— camp - - -	21
Marine women and children in camp -	5
Deaths ſince laſt return - - -	0
Total belonging to the battalion under medical treatment - - -	30
Male convicts ſick - - -	62
Female ditto and children - - -	31
Total of convicts under medical treatment -	93
Male convicts dead ſince the laſt report of June 30	6
Female convicts ditto ſince ditto - -	4
Total convicts dead ſince ditto - -	10
Convicts unſerviceable from old age, infirmities, &c. - - - -	53

CHAPTER XVII.

Nautical directions, and other detached remarks, by Lieutenant Ball, concerning Rio de Janeiro, Norfolk Iſland, Ball Pyramid, and Lord Howe Iſland.

SOME notice has already been taken in the preceding ſheets of Rio de Janeiro, Norfolk Iſle, and Lord Howe Iſle; but ſince they were committed to the preſs, the following particulars reſpecting thoſe places have very obligingly been communicated to the editor, by Lieutenant Henry Lidgbird Ball. As theſe remarks are the reſult of minute obſervation, they cannot fail of being uſeful and intereſting to the ſeafaring reader, which, it is preſumed, will be a ſufficient apology for giving them a place here.

There is no danger in going up the harbour to Rio de Janeiro but what may eaſily be ſeen. The courſe up the

CHAP. XVII.

harbour is north-weſt by north; you anchor before the town in ſeventeen fathoms water, over a muddy bottom; the middle of the town bearing weſt by north, weſt, or weſt by ſouth, about a mile and an half diſtant from the watering place, and the Fort Saint Cruz bearing ſouth-eaſt. No pilot is neceſſary; the ſoundings a-breaſt of St. Cruz Fort are twenty-two fathoms, and ſhoal gradually to ſeventeen fathoms, where the ſhips moored a-breaſt of the town. The tide flows two hours and thirty minutes at full and change, and riſes in general about eight feet. In going into the harbour, it is neceſſary to keep the ſtarboard ſhore beſt aboard, as the tide ſets on the other ſide, till you get nearly a-breaſt of St. Cruz Fort, and in that ſituation you muſt be on your guard, if going in with the flood, as the paſſage is narrow: and there are whirlpools in many places, which will take all command from the rudder. Water is procured at a pipe, by which it is conveyed from a fountain ſituated in the large ſquare near the principal landing place, which is oppoſite the palace. This pipe is continued down to the waterſide, and you fill your caſks in boats: the water is ſo plentiful, that a fleet might be ſupplied in a ſhort time.

Bullocks, ſheep, and Portugal wine, may be had here in plenty; there is alſo an excellent market for poultry and vegetables every day; in ſhort, every re-

freſhment that is neceſſary for a fleet may be procured in great abundance, and very cheap. CHAP. XVII.

The whole harbour, as well as the town, is defended by a number of ſtrong fortifications; and as far as Lieutenant Ball had an opportunity of examining the harbour, the draft of it publiſhed in the Eaſt India chart is very true, the ſoundings right, and the bearings very accurate.

Their trade is chiefly to Portugal, and conſiſts of bullion, indigo, ſugar, rum, tobacco, brazil wood, whale-oil, whale bone, ſpermaceti, &c. and of late years diamonds and many other valuable commodities.

In approaching Norfolk Iſland there is no danger: Lieut. Ball anchored in nineteen fathoms, over a bottom of coarſe ſand and coral, the north-eaſt end of the iſland bearing weſt ſouth-weſt quarter weſt; the eaſternmoſt rocks eaſt ſouth-eaſt, about a mile diſtant from the neareſt ſhore: at this place Capt. Cook landed. Ships have anchored alſo at ſouth end of the iſle in twenty-two fathoms, the weſternmoſt point of Phillip Iſle ſouth ſouth-eaſt, the body of Nepean's Iſle eaſt north-eaſt half eaſt, and the ſouth point of Norfolk Iſle north-eaſt by eaſt. They anchored again in eighteen fathoms, over a bottom of ſand and coral, the weſt point of Phillip Iſle bearing ſouth, the

CHAP. XVII.

eaſternmoſt point of it ſouth ſouth-eaſt half eaſt, and the ſouth point of Norfolk Iſle north-eaſt. The pine trees on this iſland are of an immenſe ſize, meaſuring from twenty to twenty-ſeven and even thirty feet in girth, and ſo tall that it was not eaſy to form any exact judgment of their height. This place affords vaſt numbers of cabbage trees, and amazing quantities of fiſh may be procured on the banks that lie on the weſt ſide of the ſmall iſland; thoſe they got on board the Supply were of the ſnapper kind, and very good, yet they were caught in ſuch abundance that many of the people were as much ſatiated with them as the ſailors are with cod on the banks of Newfoundland.

The only places where it was found practicable to land was a-breaſt of their firſt ſtation (which is the place deſcribed by Captain Cook, and where the people landed with the utmoſt difficulty,) and at Sydney Bay on the ſouth end of the iſle, the outer breaker off the weſternmoſt point in ſight bearing north-weſt by weſt half weſt.

Lord Howe Iſland was diſcovered by Lieutenant Henry Lidgbird Ball, Commander of his Majeſty's tender Supply, on the 17th February, 1788, and was ſo named by him, in honour of the Right Honourable Lord Howe. At the ſame time he obſerved a remarkably high

A VIEW OF LO

T. M. Sc

HOWE ISLAND

A CHART of LORD HOWE ISLAND,

Discover'd by

Lieut.ⁿ Henry Lidgbird Ball,

in his

Majesty's Arm'd Tender Supply,

On the 17.th of Febr.y 1788,

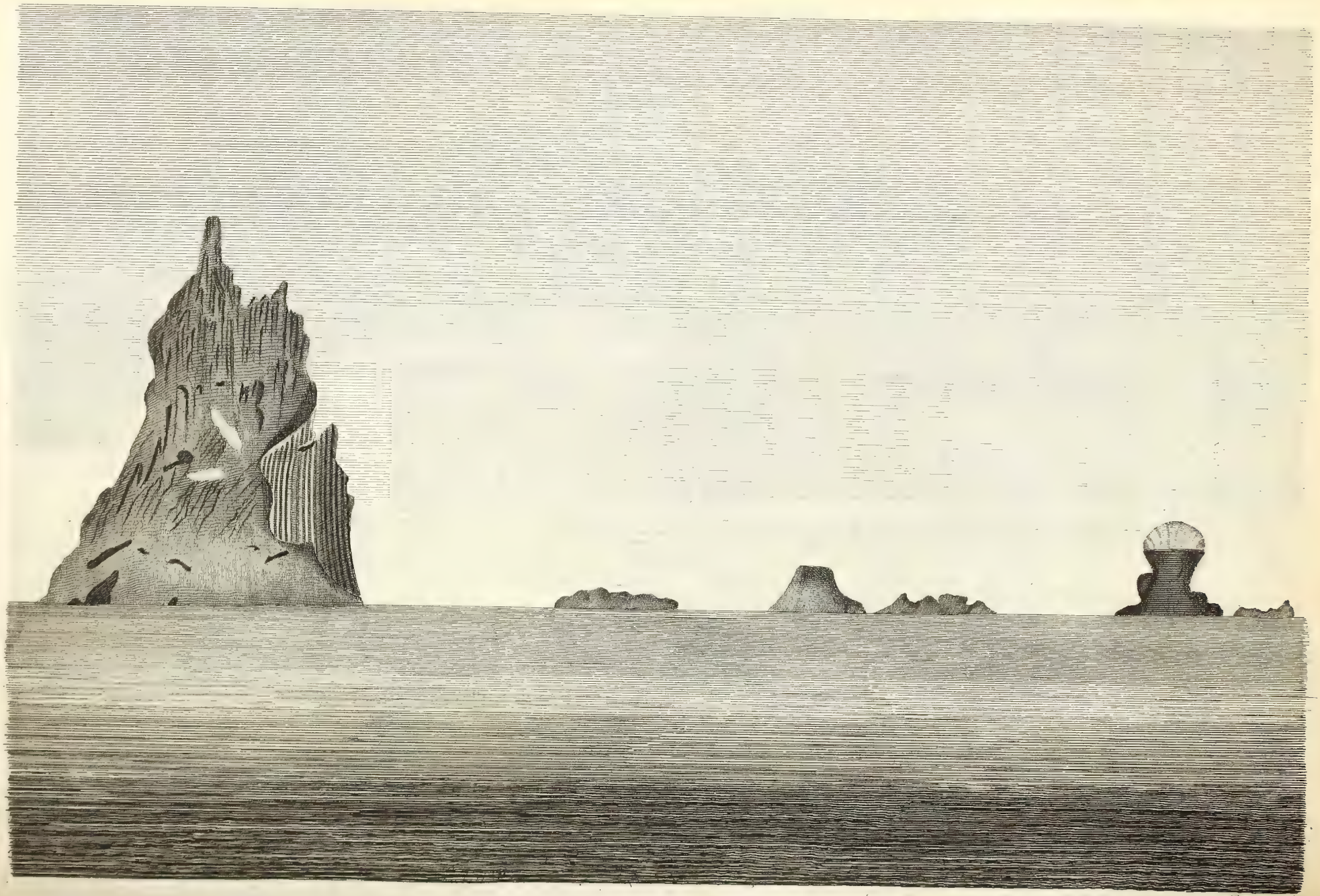
Latt.ⁿ 31° 36' So.ⁿ

Long.e by Moon & Star, 159° 04' East,

Variation 10° East.

Stockdale.

NATURAL HISTORY



Prattent Sculp.

THE PYRAMID.

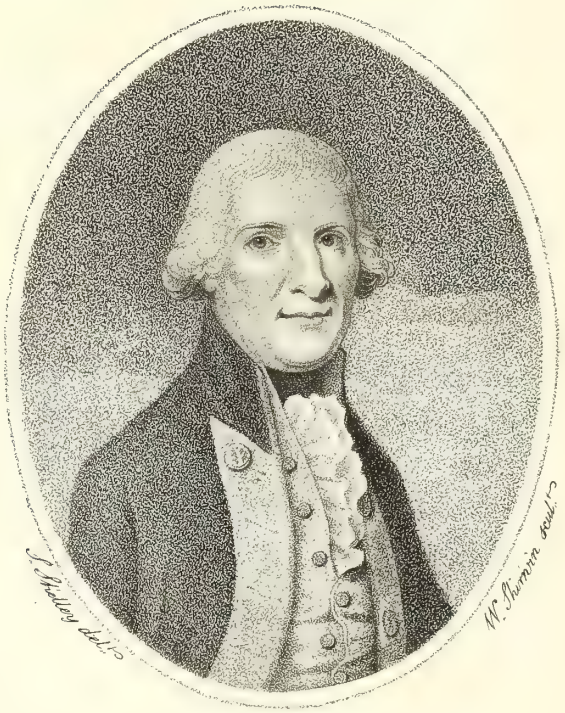
high pyramidical rock at a conſiderable diſtance from the iſland, which has been named *Ball's Pyramid*; from a correct drawing of this rock and others near it, the annexed engraving was taken.

There is no danger in approaching Lord Howe iſland, the Supply anchored there in thirteen fathoms, ſand and coral; but there lies about four miles from the ſouth-weſt part of the pyramid, a dangerous rock, which ſhows itſelf a little above the ſurface of the water, and appears not to be larger than a boat. Lieutenant Ball had no opportunity of examining whether there is a ſafe paſſage between them or not. The iſland is in the form of a creſcent, the convex ſide towards the north-eaſt. Two points at firſt ſuppoſed to be ſeparate iſlands, proved to be high mountains on its ſouth-weſt end, the ſouthernmoſt of which was named Mount Gower, and the other Mount Lidgbird; between theſe mountains there is a very deep valley, which obtained the name of Erſkine Valley; the ſouth-eaſt point was called Point King, and the north-weſt point, Point Phillip. The land between theſe two points forms the concave ſide of the iſland facing the ſouth-weſt, and is lined with a ſandy beach, which is guarded againſt the ſea by a reef of coral rock, at the diſtance of half a mile from the beach, through which there are ſeveral ſmall openings for boats; but it is to be regretted that the depth of water within the reef no where

CHAP. XVII.

where exceeds four feet. They found no freſh water on the iſland, but it abounds with cabbage-palms, mangrove and manchineal trees, even up to to the ſummits of the mountains. No vegetables were to be ſeen. On the ſhore there are plenty of ganets, and a land-fowl, of a duſky brown colour, with a bill about four inches long, and feet like thoſe of a chicken; theſe proved remarkably fat, and were very good food; but we have no further account of them. There are alſo many very large pigeons, and the white birds reſembling the Guinea fowl, which were found at Norfolk Iſland, were ſeen here alſo in great numbers. The bill of this bird is red, and very ſtrong, thick, and ſharp-pointed. Innumerable quantities of exceeding fine turtle frequent this place in the ſummer ſeaſon, but at the approach of winter they all go to the northward. There was not the leaſt difficulty in taking them. The ſailors likewiſe caught plenty of fiſh with a hook and line.

BRITISH MUSEUM
NATURAL HISTORY



LIEUT.T SHORTLAND.

Publish'd Aug.6. 1789. by J. Stockdale.

CHAPTER XVIII.

Conciſe account of Lieutenant Shortland—His various ſervices—Appointed agent to the tranſports ſent to New South Wales—Ordered by Governor Phillip to England, by Batavia—Journal of his voyage—New diſcoveries.

WE have been induced to ſubjoin in this place a conciſe account of Lieutenant Shortland, as well becauſe his experience as an officer has been great, as from the conſideration that his journal has been deemed, by thoſe who beſt know its value, of very ſerious importance.

LIEUTENANT JOHN SHORTLAND very early in life had a ſtrong predilection for the Navy, and in 1755, at the age of ſixteen, he entered into his Majeſty's ſervice, on board the Anſon, a ſixty gun ſhip, which went out in the fleet under the command of Admiral Boſcawen. On the Banks of Newfoundland this fleet fell in with, and took the Alcide and Ly's, two French ſhips,

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ſhips, of ſeventy-four guns. On his return from this expedition, he went on board the Culloden, a ſeventy-four gun ſhip, and was in the fleet under Admiral Byng, off Minorca. Shortly afterwards, he went into the Hampton Court, commanded by Capt. Harvey, in which ſhip he was preſent at the taking of the Foudroyant and Arpè. On his arrival in England, he went on board the Vanguard, Commodore Swanton, to the Weſt Indies, in the fleet under Admiral Rodney, and was preſent at the reduction of Martinique, the Grenades, and the other iſlands which were then captured. In 1763, he was promoted to the rank of Lieutenant by Admiral Swanton; ſince which period he has always been employed in active and important ſervices. During the late war, and for ſome time afterwards, he was chiefly employed in going to and from America, except in the year 1782, when he was appointed to command the tranſports with the 97th regiment on board, deſtined for the relief of Gibraltar, under convoy of his Majeſty's ſhips Cerberus and Apollo: he was not only ſucceſsful in getting all the tranſports in ſafe, but he alſo landed the men without any loſs.

On Lieutenant Shortland's return home from this ſervice, in endeavouring to get through the Gut of Gibraltar in the night, he was chaſed by a ſquadron of Spaniſh frigates, who took three of the tranſports in company,

but he was ſo fortunate as to eſcape in the Betſey tranſport, and arrived ſafe in England, without either loſs or damage. In the year 1786, he was appointed Agent to the tranſports ſent by Government to New South Wales, at which place he arrived in January, 1788. After remaining ſix months at the new ſettlement at Port Jackſon, he was ordered to England by way of Batavia, by his Excellency Governor Phillip, who honoured him with the official diſpatches for Government, and he arrived in England on the 29th of May, 1789.

This ſummary recapitulation of Mr. Shortland's ſervices ſufficiently points out his merit and ability as an experienced ſeaman, without any further elogium; which, it were were wanted, might be abundantly ſupplied from the ſubſequent account of his paſſage from Port Jackſon to Batavia.

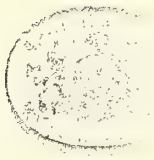
The Alexander, the Friendſhip, the Prince of Wales, and the Borrowdale, were got ready in the beginning of July, 1788, to ſail for England, under the care and conduct of Lieutenant Shortland; at which time Governor Phillip took the opinions of the maſters of thoſe tranſ-

CHAP. XVIII.

ports concerning their route. The ſeaſon was thought to be too far advanced for them to attempt the ſouthern courſe, by Van Diemen's Land; and the paſſage by Cape Horn was objected to by the Governor. It was therefore agreed unanimouſly that they ſhould go to the northward, either through Endeavour Straits, or round New Guinea. Unfortunately the ſhips were ill prepared to encounter the difficulties, which were to be expected in every mode of return; their complement of men was ſmall, only ſix to an hundred tons, officers included; they were without a ſurgeon, and unprovided with thoſe articles which have been found eſſential to the preſervation of health in long voyages, ſuch as bore-cole, ſour-crout, portable ſoup, and the other antiſeptics recommended by the Royal Society. It cannot therefore be wondered, though it muſt be deeply regretted, that the ſailors ſhould have ſuffered ſo dreadfully from the ſcurvy, in the length of time neceſſary for exploring a paſſage through an unknown ſea perplexed with iſlands, where they were deſtitute of aſſiſtance from charts, or obſervations of former navigators; and were not fortunate enough to obtain a ſupply of ſalutary refreſhments.

July 14th, 1788.

Lieutenant Shortland, in the Alexander tranſport, failed out of the harbour of Port Jackſon, on Monday, July 14, 1788, directing his courſe to the eaſt-north-eaſt, with intention to touch at Lord Howe Iſland, and



A CHART

of the

TRACK of the ALEXANDER

on

Her Homeward Paſsage from Port Jackſon,

on the

East.n Coaſt of NEW SOUTH WALES to Batavia;

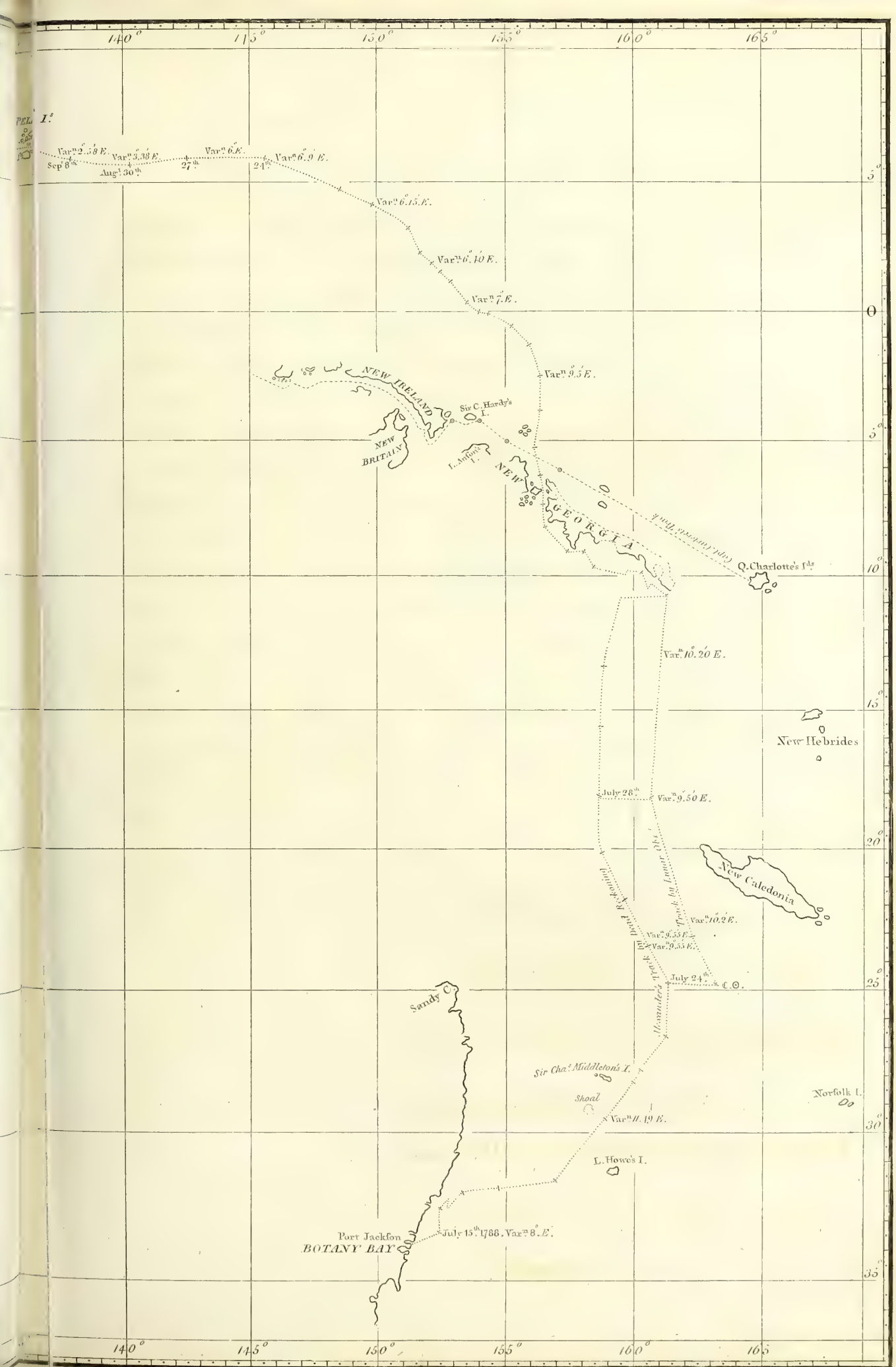
Performed in the Year 1788. under the Direction

of

Lieut.n JOHN SHORTLAND,

by

Thomas George Shortland.



Stockdale August 24th 1789.

Harrison & Reid sc.
Winchester Street Battle Bridge.

there to appoint each ſhip a place of rendezvous in caſe of ſeparation. This neceſſary ſtep, which ought to have been previouſly taken, had been prevented by the hurry of preparation; the Alexander not having been able to join the other tranſports till the evening before their departure. Even then, the boats, booms, and ſpare anchors, were ſtowed looſe between decks, in a manner which muſt have produced the moſt dangerous co ſequences, had the ſhip been expoſed in that condition to the heavy ſea which it was likely ſhe would meet with off the ſhore. To the very laſt moment, therefore, the men and officers were moſt buſily employed in providing againſt this danger; and as ſoon as the weather appeared tolerably favourable for working out of the harbour, Lieutenant Shortland made the ſignal to the maſters of the other tranſports to get under way, without waiting for his ſhip. When the tranſports had cleared the harbour they were obliged to carry a preſs of ſail in order to get off the coaſt, the veſſels being very light, and a powerful ſwell then ſetting in upon the ſhore. The wind was at the ſame time ſtrong from the ſouth-eaſt, and continued ſo for two days, with the ſame heavy ſwell, which made it very difficult to keep the ſhips off ſhore. At eight, A. M. on the 16th of July, the rocks off the entrance of Port Stephens bore north-weſt by weſt diſtant three leagues. Lieutenant Shortland very much regretted that this place had not

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July 16th, 1788.

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been ſurveyed; had it been known to afford ſafe anchorage, it would have been much more prudent to put in there and wait for a change of wind, than to attempt keeping the ſea in circumſtances ſo very unfavourable, with ſhips ſo little calculated to run along a great extent of lee ſhore. This day the Prince of Wales being two or three miles to the leeward, the ſignal was made for her to tack into the fleet. At nine in the evening the wind coming to the eaſt-ſouth-eaſt, Lieutenant Shortland fired a gun, and made the ſignal to veer ſhip and ſail on the other tack. At this time the Prince of Wales was about five miles on the lee bow of the Alexander, and the Borrowdale and Friendſhip cloſe in company; but by twelve at midnight the Friendſhip only was in ſight. At two, the wind ſhifting again to the ſouth-ſouth-eaſt, the ſignal was once more made to veer ſhip, and change the tack, as lying off eaſt would clear the coaſt; a ſtrong current ſetting to the ſouthward.

Lieutenant Shortland, having now loſt ſight of the Prince of Wales and Borrowdale, was fully determined to go to Lord Howe Iſland to wait a day or two for them, expecting that they might probably touch there with ſimilar intentions. On the 19th, therefore, he ſteered a direct courſe for that iſland, with a ſtrong gale at ſouth-weſt, but as this wind, which was exactly favourable to the intended courſe of the voyage, and made the anchoring

19th July, 1788.

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choring place off Lord Howe Iſland a lee ſhore, continued unvaried, and blew very hard on the 20th, it appeared beſt to relinquiſh the deſign of calling there. At two in the afternoon, therefore, Lieutenant Shortland again altered his courſe and ſailed north-eaſt by north. The Prince of Wales and Borrowdale tranſports, were ſeen no more throughout the voyage, and it has ſince been known that they took another courſe; but the Friendſhip continued cloſe in company with the Alexander. About noon this day, the men at the maſt head diſcovered a very extenſive ſhoal on the larboard beam, bearing from north by weſt to north by ſouth, diſtant between two and three leagues. It trended north by eaſt and ſouth by weſt, and was judged to be in length about three leagues and a half. The breadth could not be aſcertained, for, while the ſhip ran along it, the ſand bank was ſeen to extend as far as the eye could diſcern. It lies in latitude 29°. 20′. ſouth, and in longitude 158°. 48′. eaſt, and was named by Lieutenant Shortland, *Middleton Shoals*.

20th July, 1788.

At ten in the morning, on Monday July 21, the maſter of the Friendſhip went on board the Alexander, and Carteret's harbour in New Ireland, was appointed by Lieutenant Shortland as the place of rendezvous. The ſame day, at half paſt five in the afternoon, land was diſcovered, bearing from ſouth-weſt by weſt, to weſt half ſouth, at the diſtance of about eight leagues. It trended

21ſt July, 1788.

to

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to the north-north-weſt, and was about ſix or ſeven leagues in length, the land very high, with a remarkable peak, which bore ſouth-ſouth-weſt. This iſland was now named *Sir Charles Middleton's Iſland:* It lies in latitude 28°. 10. ſouth, and in longitude 159°. 50′. eaſt. Lieutenant Shortland thinks it probable that the reef ſeen on the preceding day may be connected with this iſland, as it trended in a right direction for it; but it muſt, in that caſe, be of very great extent. The iſland was ſtill in ſight on the morning of the 22d.

24th July, 1788.

On Thurſday July 24th, they had an accurate obſervation of the ſun and moon to determine the longitude, and found the effect of a current to have been ſo great as to ſet the ſhip two degrees of longitude to the eaſtward of the dead reckoning. The longitude of Sir Charles Middleton's Iſland muſt therefore be corrected by that obſervation, and placed conſiderably further to the eaſt. The latitude may be depended upon, as the bearing was obſerved when the ſun was on the meridian.

28th July.

Many land birds being ſeen on the 27th and 28th, when the ſhip was by reckoning and obſervation near the north-weſt end of New Caledonia, Lieutenant Shortland very reaſonably concluded that he muſt have paſſed very

very cloſe to that land, though it did not happen to be diſcerned: probably it is low at that extremity. CHAP. XVIII.

At noon, on Thurſday the 31ſt, land was diſcovered, bearing from north half weſt to eaſt-north-eaſt, and diſtant about five or ſix leagues. As the ſhip was now in latitude 10°. 52′. ſouth, Lieutenant Shortland at firſt conjectured it might be Egmont Iſland, which was ſeen by Capt. Carteret, notwithſtanding a conſiderable difference in longitude, which might be accounted for from the effect of currents, as they had been for ſome time very ſtrong. The longitude laid down by Captain Carteret was 164°. 49′. eaſt; that of the Alexander at this time about 161°. 11′. It proved however that the difference was real, and that this was another iſland. Lieutenant Shortland now kept a north-weſt courſe, in which direction the land trended. He ran along the coaſt about ſix or ſeven leagues, and found it formed into an iſland by two points, the ſouth-eaſt of which he called Cape *Sydney*, the north-weſt, Cape *Phillip*. Having paſſed this point, he continued ſteering in a north-weſt direction till about ſeven o'clock the ſame afternoon, when the men who were reefing the top-ſails for the night, diſcovered land bearing exactly in the ſhip's courſe. On receiving this intelligence he immediately brought to, with the ſhip's head off from the land, and gave a ſignal for the Friendſhip to 31ſt July, 1788.

do

CHAP. XVIII.

August 1, 1788.

do the ſame. They lay to all night, and the next morning were ſurprized with the ſight of a moſt mountainous coaſt, bearing from north-eaſt by eaſt to weſt-north-weſt, about five or ſix leagues diſtant. This proved ſufficiently that the land ſeen the preceding day could not be Egmont Iſland, and Lieutenant Shortland was inclined to think that this was united to it. At ſix in the morning he bore away weſt by north, and weſt by north half north, as the land trended, running along the ſhore at five or ſix leagues diſtance. The moſt eaſtern point of this land he called Cape *Henſlow*, the moſt weſtern which was then in ſight, Cape *Hunter*. Between theſe two points the land is very ſingularly mountainous, the ſummits of the mountains riſing among the clouds to a prodigious height. It may be known by one ſummit more elevated than the reſt, which, from being diſcovered on the firſt of Auguſt, was named Mount *Lammas*, and is thought in height to equal, if not to exceed the Peak of Teneriffe. This day the latitude was by obſervation 9°. 58′. ſouth, and the longitude 160°. 21′. eaſt. More land ſtill continued to open to the weſt-north-weſt, and the ſame courſe was therefore kept at an equal diſtance from the ſhore till three in the afternoon, when the water appearing ſuddenly of a different colour, they brought to, and ſounded, but found no ground at 120 fathoms. At four, a part of the land which had the appearance of a harbour, bore north-north-eaſt diſ-

tant ſeven leagues. The land ſtill continued mountainous, and at ſix o'clock bore from north-eaſt to north-weſt by weſt. The furtheſt land then in ſight appeared to be at the diſtance of about thirteen or fourteen leagues, and was named *Cape Marſh*. At half paſt ſix the ſhips were brought to, and lay to for the night, the weather being very ſqually, with violent thunder, lightning, and rain.

Auguſt 2, 1788.

Soon after five in the morning of Auguſt the 2d, the ſhips made ſail again, and bore away weſt by north, but the weather being hazy, no land was then in ſight; many flying fiſh were ſeen at this time. At eleven, there being a proſpect of clearer weather, Lieutenant Shortland endeavoured to make the land again. At noon the latitude was, by obſervation, 9°. 40′. ſouth, and the longitude 158°. 42′. eaſt. Lieutenant Shortland continued to ſteer north-weſt to diſcover whether he had reached the utmoſt extent of the land, and at eight in the evening ſpoke to the Friendſhip, and told the maſter that he intended to bring to at nine. At three in the morning, on Sunday Auguſt 3, land was diſcovered bearing from north-north-eaſt to north-weſt, on which the ſhips ſtood off again with a light air of wind. At ſix, the land in ſight appeared like ſeveral iſlands, and an endeavour was made to paſs between them to the north, but on approaching ſufficiently near, it was diſcovered that all theſe

Auguſt 3, 1788.

CHAP. XVIII.

points were joined together by a low neck of land covered with trees. As the land roſe in nine roundiſh points, which ſeamen call hummocks, this place was named *Nine Hummock Bay*. At noon on this day, the ſhip then ſtanding to the ſouth-weſt, in latitude 8°. 55′. ſouth, and longitude 158°. 14′. eaſt, the extreme points of land bore from eaſt by north to weſt, when Lieutenant Shortland named the weſtern point Cape *Nepean*, and the eaſtern Cape *Pitt*. The intermediate land may, he ſays, eaſily be known by the nine hummocks, and the exact reſemblance they bear to iſlands when ſeen from the diſtance of five or ſix leagues. They had now light airs and calm weather, but at two in the afternoon a breeze ſprung up from the eaſtward, and at four Cape Nepean bore north-weſt, half weſt, diſtant five or ſix leagues. At ſix the Alexander ſhortened ſail, and ſtood off and on for the night under double reefed top-ſails, Lieutenant Shortland imagining that he had reached the utmoſt extent of this land. At five, on Monday morning, the

Auguſt 4, 1788.

4th of Auguſt, he made ſail again, and at ſix a bluff point of the iſland bore north-north-weſt, diſtant five or ſix leagues: this he called Point *Pleaſant*. At noon the latitude was by obſervation 8°. 54′. ſouth, the longitude 154°. 44′. eaſt. Point Pleaſant then bore eaſt by north; at four, the moſt weſtern point of land in ſight, which was then ſuppoſed to be the extreme point of the iſland, but

but proved not to be ſo, bore north-weſt by north, diſtant four or five leagues. From this miſtake it was named Cape *Deception*. CHAP. XVIII.

Under the perſuaſion that he had reached the extremity of the land, but deſirous to aſcertain that point, Lieutenant Shortland kept the ſhips ſtanding under an eaſy ſail all night. Some iſlands lying cloſe to Cape Deception, and ſeeming to form a good harbour, were called *Hammond's* Iſles. At day light on the 5th of Auguſt, land was again diſcovered, bearing from eaſt north-eaſt to weſt by north half north, and forming a very deep bay. This land appeared in ſix hummocks, like iſlands, but was joined by a low neck of ſand. Not knowing how far it might trend to the north-weſt, Lieutenant Shortland ſtood out to the ſouth. At eleven o'clock, the longitude was obſerved to be 157° 30′ eaſt; and at noon the latitude was alſo determined by obſervation to be 8° 44′ ſouth. At the ſame time, Cape Deception bore north-eaſt four or five leagues diſtant; and two remarkable hills, from their ſimiliarity called *the Two Brothers*, forming the moſt weſtern point then in view, bore north-weſt half north, diſtant ten leagues. At three in the afternoon, they bore away for the two Brothers, which at ſix bore north-weſt by north, diſtant ſeven leagues. At eight, the ſhips lay to for the night. Auguſt 5, 1788.

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Auguſt 6, 1788.

At five o'clock in the morning of Wedneſday, Auguſt 6th, they made ſail again to the north-weſt; and at eight diſcerned a rock which had exactly the appearance of a ſhip under ſail, with her top-gallant ſails flying. So ſtrongly were all the Alexander's people prepoſſeſſed with this imagination, that the private ſignal was made, under the ſuppoſition that it might be either the Bouſſole or Aſtrolabe, or one of the two tranſports which had parted from them on the coaſt of New South Wales. Nor was the miſtake detected till they approached it within three or four miles. This rock bore from the Two Brothers ſouth ſouth-weſt, diſtant one league.

Between ten and eleven, ſome canoes were ſeen with Indians in them, who came cloſe up to the ſhip without any viſible apprehenſion. Ropes were thrown to them over the ſtern, of which they took hold, and ſuffered the ſhip to tow them along; in this ſituation they willingly exchanged a kind of rings which they wore on their arms, ſmall rings of bone, and beads of their own manufacture, for nails, beads, and other trifles, giving however a manifeſt preference to whatever was made of iron. Gimlets were moſt acceptable, but they were alſo pleaſed with nails, and pieces of iron hoops. They dealt very fairly, not betraying the leaſt deſire to ſteal or to defraud. But though they ſo readily ſuffered themſelves to be towed after the ſhip, they could not

not by any means be prevailed upon to go along ſide, and whenever an attempt was made to haul up a canoe by one of the ropes, the men in it immediately diſengaged themſelves from that rope, and took hold of another. At the ſame time they appeared extremely deſirous that our people ſhould anchor on the coaſt, and go aſhore with them; and, by way of enticement, held up the rind of an orange or lemon, the feathers of tame fowls, and other things, ſignifying that they might be procured on ſhore. They preſented alſo to Lieutenant Shortland, a fruit, which he conceived to be the bread-fruit; it was about the ſize of a ſmall cocoa-nut, brown on the outſide and white within, and contained a kind of ſoft pithy ſubſtance which ſtuck between the teeth, and was rather troubleſome to chew, beſides three or four kernels not unlike cheſnuts, but very white. The leaves of the plantain ſerved the Indians to make boxes or ſmall caſes, of which every man had one to contain his ſmall rings and beads. At noon a point of land which runs from the Two Brothers, and was now named Cape *Satisfaction*, bore north north-eaſt; and the rock which had been miſtaken for a ſhip was called the *Eddy-ſtone*, and bore north by weſt, diſtant four leagues. The Eddyſtone bears from Cape Satisfaction ſouth ſouth-weſt, diſtant two leagues. As the land from Cape Satisfaction began to trend northward, Lieutenant Shortland again entertained hopes of finding a paſſage.

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It was underſtood from the natives that they called the iſland from which they came, *Simboo*; for whenever an attempt was made to put that queſtion to them, they pointed to the land near Cape Satisfaction, and uttered that word. Of theſe men, Lieutenant Shortland remarks, that they were remarkably ſtout and well built, from which appearance he very judiciouſly drew a favourable concluſion with reſpect to the goodneſs and plenty of their food. Their ſuperiority over the New Hollanders in ſize and ſtrength, he ſays, was very ſtriking. Their canoes, which contained from ſix to fourteen men, ſeemed to be well put together, the bows and ſtems very lofty, carved with various figures, and ſtained with a kind of red paint; in a word, they were to all appearance formed exactly upon the ſame model and conſtruction as thoſe of Otaheite. The ornaments worn by the inhabitants of Simboo were large rings of a white bone, one or more of which every man had upon his wriſt, and a ſhell with a feather, which was tied upon the head. Lieutenant Shortland was deſirous to purchaſe one of their lances, but could not obtain it. About two in the afternoon his viſitors, finding perhaps that they had followed the ſhip as far as they could venture to truſt themſelves, left him, and made immediately for the ſhore. From what was ſeen in the poſſeſſion of theſe people, there can be no doubt that their land produces cocoa-nuts, bread-fruit, bananas, and moſt other vegetables

vegetables of the Society and Friendly Iſles. Nor was it without the greateſt regret that Lieutenant Shortland declined the invitations of the natives, and proceeded without touching for refreſhments, which doubtleſs might have been obtained in plenty; but the length and uncertainty of his paſſage ſeemed to forbid the leaſt delay; nor was it at this time foreſeen how much ſuperior to every other conſideration the acquirement of a wholeſome change of diet would be found. The bay from which theſe men had come he named *Indian Bay*. At three P. M. the longitude was, by lunar obſervation, 156° 55′ eaſt; and at ſix the furtheſt land in ſight bore north, Cape Satisfaction eaſt by ſouth half eaſt, and the body of the land north-eaſt, diſtant five or ſix leagues. The furtheſt point of land north was named Cape *Middleton*. CHAP. XVIII.

After lying to in the night, the ſhips made ſail again at four in the morning of Auguſt 7th, and bore away to the north by weſt. At five, they ſaw the land which they had left the preceding night, and ſix or more ſmall iſlands bearing from north-eaſt to weſt. Theſe were called the *Treaſury Iſles*; they are moderately high and ſeemed to be well clothed with trees and herbage. At noon, the latitude was by obſervation 7° 24′ ſouth, the longitude 156° 30′ eaſt; and the north-weſt extremity of the land then in ſight, which was named Cape Auguſt 7, 1788.

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Allen, bore eaſt by ſouth, diſtant ſix leagues: Cape *Middleton*, ſouth-eaſt, diſtant eight leagues. Off Cape Allen lies a ſmall iſland, to which the name of *Wallis* Iſland was given. At ſix in the afternoon the extremes of the iſlands in ſight bore from north-eaſt by eaſt to weſt by north; and the entrance between two iſlands, which formed a paſſage or ſtrait, bore north by eaſt, diſtant five or ſix leagues.

The Alexander and the Friendſhip had now run from the latitude of 10° 44′ ſouth, and longitude 161° 30′ eaſt, to the latitude of 7° 10′ ſouth, and longitude 156° 30′ eaſt, the whole way nearly in ſight of land. As, therefore, proceeding weſtward, to the ſouth of the next land, might have entangled them with New Guinea, Lieutenant Shortland determined to try the paſſage which was now before him; and being very well convinced, before it was dark, that the way was clear, kept under a commanding ſail all night. At ten o'clock in the evening, the Alexander was nearly a-breaſt of the two points that form the paſſage, and the ſoundings were very irregular, from ten to thirty fathoms, on a ſoft, ſandy bottom: the anchors were therefore cleared, that they might immediately be dropped if it ſhould prove neceſſary. At two in the morning of Auguſt the 8th, a ſtrong ripple of a current was very plainly to be perceived;

Auguſt 8, 1788.

ceived; and by five the ſhip had nearly cleared the ſtraits. She had then the following bearings: Cape Alexander, ſouth-eaſt; ſome iſlands and rocks that lie off the moſt weſtern iſland of thoſe which form the ſtraits, weſt by ſouth; and the remoteſt point in ſight to the north-weſtward, north-weſt by north, diſtant fourteen or fifteen leagues. This point is remarkably high and forms the centre of a large body of land, between the firſt and laſt point of the ſtraits on the weſtern ſide, which were called Cape *Friendſhip*, and Cape *Le Cras*. CHAP. XVIII.

Theſe ſtraits Lieutenant Shortland judged to be between four and five leagues in length, and about ſeven or eight miles broad, running in a north-weſt direction; and, conceiving himſelf to be the firſt navigator who had ſailed through them, he ventured to give them the name of *Shortland's* Straits. On comparing his account with the narrative of M. Bougainville, which he had not then by him, there ſeems to be reaſon to ſuſpect that this is the ſame paſſage through which that navigator ſailed at the latter end of June, 1768; and that the iſland ſuppoſed to be called Simboo, is the ſame which was then named *Choiſeul* Iſland. To corroborate this ſuſpicion, M. Bougainville's deſcription of the canoes and perſons of the natives agrees entirely, as far as it goes, with that given

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by Mr. Shortland *. A ſmall difference in longitude affords the chief reaſon for doubting the identity of the paſſage, which, ſhould it be proved, will not detract at all from the merit of the latter navigator, who proceeded entirely by his own attention and ſagacity, in a ſea unknown to himſelf and thoſe who were with him, which, if not wholly unexplored, had not, however, been ſurveyed before with equal minuteneſs of obſervation.

Lieutenant Shortland now congratulated himſelf on having cleared this large tract of land, which he had the greateſt reaſon to ſuppoſe united the whole way from the place at which he firſt fell in with it; as in ſailing at a very moderate diſtance from the coaſt, he had made every effort in his power to find a paſſage to the northward. A place called by one of the French navigators, Port Surville, is probably a part of it, as well as Choiſeul Bay, but the points ſeen and deſcribed by the French diſcoverers are very few; and for the knowledge of the form and bearings of the reſt of the coaſt, throughout the whole extent of near three degrees of latitude, and full five of longitude, we are indebted entirely to the reſearches of our own country-

* Some of the veſſels indeed were larger. "Il y avoit vingt-deux hommes dans la plus grande, dans les moyennes, huit ont dix, deux ou trois dans les plus petites. *Ces pirogues paroiſſoient bien faites; elles ont l'avant & l'amere fort relévés*, &c. *Ils portent des bracelets, et des plaques au front et ſur le col.* J'ignore de quelle matiere, *elle m'a paru etre blanche.*" Boug. Chap. v. p. 264.

A CHART
of a
TRACK of LAND
in the
SOUTHERN PACIFIC OCEAN,
Discovered by Lieut.t John Shortland;
on
His Homeward bound Passage from the
Eastern Coast of
NEW SOUTH WALES.
By
Thomas Geo.s Shortland of the Royal Navy,
August 20.th 1788.

Shortlands Straits

Wallis Bay

Indian Bay

Hummock Bay

Aug.t 3.d

Aug.t 2.d

Aug.t 1.st

Var.n 9.° 56' E.

C. Hunter

Mt. Lamma

C. Hinder

C. Phillip

C. Sidney

July 31.st 1788.

Published as the Act directs by J. Stockdale August 10.th 1789.

man, as we are for the beautiful delineation of the whole coaſt, to the care and ingenuity of his ſon, Mr. John George Shortland. The only places in which Lieutenant Shortland ſuſpected there might poſſibly be a paſſage which had eſcaped his obſervation, was between Cape Phillip and Cape Henſlow, and again between the capes Marſh and Pitt. The aſcertaining of theſe matters he leaves to other navigators, at the ſame time recommending the route he took as the ſafeſt and moſt expeditious paſſage within his knowledge from Port Jackſon to China; Middleton Shoal, on the coaſt of New South Wales, being the only place of danger he had hitherto diſcovered. Should any objection be made to paſſing through a ſtrait, where a more open ſea can be obtained, he would recommend the much wider channel between Egmont Iſland and Simboo, and not by any means the whole circuit to the eaſt of the New Hebrides. To the whole of this land, conſiſting of the two principal iſlands on each ſide of the ſtraits, and the Treaſury Iſles between them, Lieutenant Shortland gave the name of *New Georgia*. There is, indeed, an iſland of Georgia, to the eaſt of Staten Land, ſo named by Captain Cook in 1775: but between theſe, it ſeems to be a ſufficient diſtinction to call the one the Iſle of Georgia, and the other New Georgia. The land on the weſtern ſide of Shortland's Straits, continued to be very high, and extended as far as the eye could reach; from theſe

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circumſtances, and from the direction in which it trended, no doubt was entertained of its joining that which was called by Captain Carteret, Lord Anſon's Iſle. With reſpect to the charts here given of theſe diſcoveries, Lieutenant Shortland, though he cannot, from the diſtance at which they were taken, preſume to vouch for the laying down of every ſingle point, as if the coaſt had undergone a regular ſurvey, undertakes to promiſe, that they are ſufficiently accurate for the direction of any future navigators; as he had, in the courſe of his progreſs along it, many opportunities of taking lunar obſervations.

Auguſt 9, 1788.

At ſix in the afternoon of Saturday, Auguſt 9th, the extreme point in ſight of the high land to the weſtward of the paſſage, bore ſouth-weſt by ſouth, diſtant twelve or fourteen leagues: and two iſlands which the ſhip had juſt made, bore north-weſt by north, diſtant five or ſix leagues. They are ſuppoſed to lie in latitude 4° 50′ ſouth, and longitude 156° 11′ eaſt. At day light on Sunday Auguſt 10th, Lieutenant Shortland ſet his ſteering ſails, and bore away to the north-weſt, in order to make more diſtinctly the iſlands ſeen the preceding evening. At ſix in the morning, four were in ſight, and bore ſouth-weſt, diſtant ſix leagues. It was at firſt thought that they would prove to be the nine iſlands ſeen

Auguſt 10, 1788.

ſeen by Captain Carteret; but as neither the number nor the longitude was found to correſpond, Lieutenant Shortland afterwards concluded they were not the ſame; and determined, as the weather appeared ſqually and unſettled, not to attempt purſuing the tract of that officer through St. George's Channel, but to go round New Ireland.

CHAPTER XIX.

Appearance of the ſcurvy—The boats land at one of the Pelew Iſlands—Account of the Natives who were ſeen, and conjectures concerning them—Diſtreſſes—The Friendſhip cleared and ſunk—Miſerable condition of the Alexander when ſhe reached Batavia.—Concluſion.

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HITHERTO no difficulties had been encountered but ſuch as neceſſarily attend the exploring of new coaſts, wherein the anxiety is fully compenſated by the ſatisfaction of becoming a diſcoverer: but a dreadful ſcourge now hung over our navigators, the ſeverity of which cannot eaſily be conceived, even by thoſe who have been placed in ſimilar ſcenes, ſo much did it exceed in degree every thing of the ſame kind that has been uſually experienced. It was about this time, the 10th of Auguſt, that the ſcurvy began to make its appearance, which, for want of the proper remedies, increaſed to a malignity that was deſtructive of many lives, rendered it neceſſary to ſacrifice one of the ſhips, and finally reduced

August 10, 1788.

reduced the conſolidated crews of both in the remaining tranſport to ſuch a ſtate of weakneſs, that without immediate aſſiſtance they muſt have periſhed even in port, or would have been driven adrift again, from total inability to take the neceſſary ſteps for their own preſervation. On the thirteenth of Auguſt, five ſeamen of the Alexander were already on the ſick liſt, complaining of pains in the legs and breaſt, with their gums ſo ſwelled, and their teeth ſo looſe that they could not without difficulty eat even flour or rice. The weather was now very variable, often ſultry, at other times ſqually, with occaſional ſhowers. The ſhips were probably at no great diſtance from ſome land, as birds were frequently ſeen in great numbers; and on the 16th the Friendſhip made the ſignal for ſeeing land, but it could not be deſcried from the Alexander. Sharks were alſo caught with the hook, and now and then ſome floating wood and vegetables were obſerved. On this day the two tranſports paſſed the equator. On the 24th, Lieutenant Shortland found by obſervation, that a current had ſet the ſhip to the weſt north-weſt or north-weſt by weſt of her account, at the rate of eleven miles a day ſince the 13th, when the laſt lunar obſervation had been taken.

August 13, 1788.

August 16, 1788.

The ſcurvy gained ground rapidly in the Alexander, notwithſtanding the precautions of ſmoking the ſhip, waſhing with vinegar, and diſtributing porter, ſpruce-beer,

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beer, and wine among the ſeamen. On the 2d of September ſix men and a boy, on the 5th eight, and on the 8th ten, were diſabled by it from performing any duty. An increaſe of this kind, in the midſt of all the efforts that could be made to counteract the malignity of the diſorder, gave but too certain a prognoſtic of the ravages it was afterwards to make.

September 2, 1788.

Sept. 10, 1788.

About noon on the 10th of September, the looming of land was diſcerned to the weſtward, which an hour after was clearly perceived, bearing weſt north-weſt, at the diſtance of ſix leagues. As the ſhips were then in latitude about 6° 49′ north, and longitude 135° 25′ eaſt, it is evident that this muſt have been one of the Pelew Iſlands, lately ſo much celebrated for their hoſpitable reception of Captain Wilſon and his crew. As the account of that voyage was not then publiſhed, and Lieutenant Shortland had no charts with him that noticed theſe iſlands, he concluded that he was among the moſt ſouthern of the New Carolines; but finding his longitude, from accurate obſervation, to be more weſterly than the ſituation of thoſe iſlands, he conceived their longitude to be laid down in the charts erroneouſly. At ſix in the morning, September 11th, a ſmall iſland not ſeen before, bore weſt ſouth-weſt, diſtant five leagues; and the wind coming round to the ſouth ſouth-weſt, Lieutenant Shortland bore away for the paſſage between the two iſlands. At nine, having entered the paſſage, he ſounded

September 11, 1788.

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ſounded and found thirteen fathoms, with a fine ſandy bottom, and a ſtrong current ſetting through very rapidly. Many cocoa-palms were ſeen on the ſhore, and excited an earneſt expectation of procuring effectual refreſhment for the ſick: a boat from each of the ſhips was therefore manned and ſent out. While the boats were ſounding a-head, many Indians approached in their canoes, and by ſigns invited our people to ſhore, giving them to underſtand that they might be ſupplied with cocoa nuts and many other things; but when they attempted to land at a place which had the appearance of a Morai or burying-place, they would not ſuffer it, inſiſting that they ſhould proceed further one way or the other. In the mean time many perſons of both ſexes ſwam off from ſhore, holding up bamboos * full of water, which they imagined the ſhips to want. Mr. Sinclair, the Maſter of the Alexander, being in the boat, brought the following account of this expedition. "Finding I could not make them underſtand that I wanted cocoa-nuts, and not water, I was reſolved to land, and therefore put on ſhore as ſoon as I found a convenient place, amidſt a concourſe of between three and four hundred people. I immediately fixed upon an old man, (whom, from an ornament of bone upon his arm, I concluded to be a chief) and made him a preſent of ſome nails and beads, which were accepted with evident pleaſure, and immediately conci-

* Bamboos were the only water veſſels in the Pelew Iſlands. See *Wilſon*, chap. xxv. p. 312.

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liated his friendſhip. This was a fortunate ſtep, as he afterwards often ſhowed his authority by checking the moſt inſolent of his people when they preſſed forward and endeavoured to ſteal whatever they could ſeize. One ſeaman holding his cutlaſs rather careleſsly had it ſnatched from him, and the thief had ſo well watched his opportunity, that he was almoſt out of ſight before he was diſtinguiſhed. Notwithſtanding the offers of the natives in the canoes, I could not procure above thirty cocoa-nuts, and thoſe green; whether it was that the people did not comprehend my ſigns, or that they were not inclined to carry on the traffic. Theſe iſlanders were well limbed men, moderately tall, with long hair: many of them chewed the betel nut, and theſe were all furniſhed with a ſmall hollow ſtick, apparently of ebony, out of which they ſtruck a kind of powder like lime *. Their arms were a lance, and a kind of adze hung over the ſhoulder; ſome men carrying one, and others two. Theſe adzes were of iron, and evidently of European manufacture. As the place where we landed was very rocky and unpleaſant for walking, when I found myſelf unſucceſsful in the chief object for which I was ſent out, I returned as expeditiouſly as I could. In return for my preſents, the old chief gave one to me which was not equally acceptable. It was a mixture of fiſh, yams, and

* This was the *Chinam*, or coral, burnt to lime, always uſed with the betel. See *Wilſon's Account*, p. 27. The *Areca* is the nut, the leaves only of betel are uſed. Theſe are produced by different plants.

many other things, the odour of which, probably from the ſtaleneſs of the compoſition, was very far from being agreeable. When we firſt landed, many of the natives repeated the word, *Englees*, as if to enquire whether we were of that nation, but when they underſtood that we were they ſhook their heads and ſaid, *Eſpagnol*: poſſibly, therefore, the diſcovery of our nation might prevent them from being as courteous on ſhore as they had been in their canoes."

From ſome of the above circumſtances it is undeniably evident that theſe people have had intercourſe with Europeans, and probably with the Spaniards; and from the averſion which they expreſſed to the *Engliſh*, it ſeems not an unfair conjecture that this iſland might perhaps be *Artingall*, where our countrymen had diſtinguiſhed themſelves five years before by the aſſiſtance they gave to a hoſtile ſtate*: but if ſo, their knowledge of the Spaniards muſt have been poſterior to the departure of the Engliſh, who from the narrative muſt have been the firſt Europeans ſeen there. Had the adventures of the Antelope's crew been then made known to the world, Lieutenant Shortland would with joy have

* It might, perhaps, be thought by ſome readers, that if this had been the caſe they would now have endeavoured to take revenge, but we find from Captain Wilſon's narrative, that all animoſity was dropped as ſoon as peace had been eſtabliſhed with the inhabitants of Pelew. See that work, Chap. xvi. p. 192.

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preſented himſelf before the beneficent Abba Thulle; and probably by obtaining a ſtock of freſh proviſions and vegetables might have preſerved the lives of many of his companions, and prevented the ſufferings of the reſt; but he was not fortunate enough to know that ſo propitious a retreat was within ſo ſmall a diſtance.

His people were doomed to find their diſtreſſes augmented inſtead of diminiſhed. Towards the latter end of September, agues and intermittent fevers began to prevail among them; the proportion of thoſe diſabled by the ſcurvy was conſtantly great, ſome deaths had happened, and the few men who ſtill had health enough to carry them with difficulty through the neceſſary duty, were ſubject to the ſwelling of the legs, and harraſſed by violent pains in the breaſt. Hitherto the Friendſhip had been much more happily circumſtanced. On the 23d of September ſhe was ſpoken to, and had then only one man diſabled by the ſcurvy: but this advantage was of ſhort duration, and the more rapid increaſe of the malady made a fatal compenſation for the greater delay of its commencement.

September 23, 1788.

On the 27th of September, about noon, the Alexander made the land of Mindanao. It bore from weſt by north to north-weſt by weſt, diſtant fourteen leagues. Part of it was remarkably high, and at this diſtance appeared

September 27, 1788.

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peared like a ſeparate iſland, but on a nearer approach was found to be all connected. On the 30th, about four in the afternoon, Hummock Iſland bore weſt by ſouth, half ſouth, diſtant ſix or ſeven leagues. In all this ſea a ſtrong current conſtantly ſet the ſhip conſiderably to the ſouth of her reckoning. On the third of October the wind fell ſuddenly, and the Alexander being in great danger of driving with the current upon the ſhore of Karkalang or Sanguir Iſland, was obliged to drop her anchor, which happily brought her up in four fathoms water. In the evening of the 17th, the Friendſhip actually ſtruck upon a reef on the coaſt of Borneo, when the Alexander immediately caſt anchor, and ſent a boat to her aſſiſtance; but at day light the next morning it appeared that ſhe alſo lay ſo encompaſſed with ſand-keys and ſhoals, that it was difficult to diſcern how ſhe had ſailed into that ſituation, or what track ſhe muſt purſue to be extricated from it. The Friendſhip, however, fortunately got off from the reef without ſuſtaining any material damage: and in the morning of the nineteenth a narrow channel was found, through which the Alexander with difficulty ſailed out of her dangerous ſtation. Attempts had been made to weigh anchor the preceding day, but the wind failing, the force of the currents prevented it. The ſhips were at this time not more than eight leagues from the coaſt of Borneo.

Sept. 30th, 1788.

October 3d.

October 17.

October 19.

The

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The ſcurvy had now brought both the crews to a moſt pitiable ſituation. The Alexander had loſt eight of her complement, and was reduced to two men in a watch, only four ſeamen and two boys being at all fit for duty: and though theſe were willing to do their beſt, and further encouraged by the promiſe of double wages when they ſhould arrive at Batavia, their utmoſt exertions were inadequate to the neceſſities of the ſhip, which they were hardly able to put about; nor could they have weighed even a ſmall anchor had the currents obliged them to bring to again. The Friendſhip had only five men not diſabled, and was by no means well provided with proviſions. In this melancholy ſtate of both ſhips, the weſtern monſoon being expected ſoon to ſet in, it was indiſpenſably neceſſary to give up one for the ſake of preſerving the other. Upon this ſubject the maſters conſulted, and after ſome time came to an agreement. As the Friendſhip was the ſmaller veſſel, and would be cleared more eaſily than the Alexander, having fewer ſtores on board, Mr. Walton, her maſter, conſented that ſhe ſhould be evacuated and ſunk, on condition that he ſhould be allowed half freight of the Alexander. In four days the Friendſhip had her crew and ſtores tranſferred to the Alexander, after which ſhe was bored and turned adrift. The ſhips company thus made out from both veſſels was of no great ſtrength, not amounting to half the proper complement of the Alexander, nor was

it

it more than, allowing for the further ravages of diſeaſe, was abſolutely neceſſary to work that ſhip to Batavia.

The following liſt contains the whole number of perſons now on board the Alexander.

Belonging to the ALEXANDER.

In Health.
- Lieutenant Shortland, Commander.
- Duncan Sinclair, Maſter.
- W. A. Long, firſt Mate.
- T. G. Shortland, ſecond ditto.
- John Winter, Ant. Hedley, Edward Waters, John Lewis, } Seamen.
- Thomas Frazer, John White, } Boys.

Sick.
- Charles Clay, James Stockell, Robert Ranſon, } Seamen.
- William Dixon, Boy.

From

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From the FRIENDSHIP.

Well.
- Francis Walton, Maſter.
- Robert Laurence, firſt Mate.
- J. Walton, ſecond ditto.
- Robert Barnes, Boatſwain.
- William Hern, Steward.
- William Bruce, Cook.
- James Craven, William Allen, } Seamen.

Sick.
- John Philpot, Corp.
- Corn. Du Heg, R. Smith, Robert George, Rich. Sandell, John Morris, Robert Cockran, } Seamen.

Lieutenant Collins, a paſſenger.

October 29. On the 29th of October, at five in the morning, a land wind ſpringing up from the coaſt of Borneo, within ſix miles of which the Alexander had lain at anchor, ſhe got again under way, and at ten was abreaſt of the point that forms the entrance into the harbour of Pamanookan. At five in the afternoon Pulo Laoot bore from ſouth-ſouth-weſt to ſouth-weſt by ſouth, diſtant twelve or fourteen leagues; but the wind being now ſoutherly, and the current ſtrongly againſt the veſſel, ſhe did not get round this iſland till November the 5th.

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Wine was conſtantly ſerved in due proportions to the ſick and well, but neither that, nor any other remedy that could be tried amended the condition of the people. Sickneſs continued to ſpread among them, inſomuch that in the beginning of November only one man beſides the officers was able to go aloft. A ſhort alarm by no means added to the comfort of their condition: on the firſt of this month four large boats, three of which rowed eighteen oars, and the fourth not leſs than twelve or fourteen, bore down upon the ſhip, apparently with hoſtile intentions. When they approached within about a mile they lay to, as if to conſult with each other, and then continued to row and ſail after the Alexander. Lieutenant Shortland hoiſted Engliſh colours, which one of the boats anſwered by hoiſting Dutch, and another Portugueze colours. They continued in chaſe till five in the afternoon, and it was imagined that their deſign was to board and ſeize the ſhip in the night. During the purſuit the little ſtrength that could be raiſed was put in motion, all were ſtationed at their quarters, and the carronades and great guns put in order. When theſe preparations were made, Lieutenant Shortland determined to ſhow his own reſolution, and to try that of his aſſailants, by firing a ſhot in a direct line over them. This was done accordingly, and fully anſwered the intention, for they immediately deſiſted from the purſuit, and made haſtily for the ſhore.

November 1, 1788.

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Had the Alexander been at this time a very few days ſail more diſtant from Batavia, ſhe muſt inevitably have been loſt, not from any ſtreſs of weather, or danger of coaſts or ſhoals, but merely from inability to conduct her into port, as every man on board muſt have been totally diſabled. On the 17th of November only one man was fit for work, beſides the officers; a very little longer continuance would have reduced her to the condition of floating at the mercy of winds and waves, without any poſſibility of aſſiſting, impeding, or directing her courſe. At ſix that evening, the wind being too ſcanty to carry her into the roads of Batavia, an effort was made by all indiſcriminately who were able to work, and anchor was caſt between the iſlands of Leyden and Alkmara; ſoon after a gun was fired, and a ſignal made for aſſiſtance. At two in the afternoon on the 18th, as no aſſiſtance arrived, the ſtill greater effort of weighing anchor was tried, and the taſk performed with the utmoſt difficulty; after which, ſtanding in with the ſea breeze, the ſhip came again to anchor at five, in nine fathoms. The boat was now hoiſted out, and ſent to beg aſſiſtance from the Dutch Commodore, the crew of the Alexander being ſo much reduced as to be unable to furl their own ſails. A party was immediately ſent to aſſiſt, and ſix of the Dutch ſeamen remained on board all night, leſt any blowing weather ſhould come on. Never, perhaps, did any ſhip arrive in port more helpleſs, without being

Nov. 17.

Nov. 18.

being ſhattered by weather, from the mere effects of a dreadful and invincible diſorder. CHAP. XIX.

At five in the morning of the 19th, the welcome ſight appeared of a boat from the Dutch Commodore, which he had humanely laded with refreſhments. She brought alſo a boatſwain's mate and twelve ſeamen to aſſiſt in refitting the ſhip for ſea. The ſick were ſent on the 20th to the hoſpital, where ſeveral of them died, being too far gone for any accommodation or ſkill to recover. From the Bridgewater and Contractor Eaſt Indiamen, which lay in the road when the Alexander arrived; and from the Raymond, Aſia, and Duke of Montroſe, which came in a few days after; with the aſſiſtance of a few men from the Dutch Commodore, a freſh crew was at length made up, in which only four of the original ſeamen remained, the reſt being either dead, or not enough recovered to return with the Alexander, when ſhe ſailed again on the 7th of December. Nov. 19. Nov. 20. December 7.

The remaining part of the voyage was attended with few circumſtances worthy of notice, and was made in a track ſufficiently known to all navigators to permit us to diſpenſe with a minute deſcription of it. At the Cape they met with Captain Hunter, in the Sirius, who, when the Alexander arrived, on the 18th of February, 1789, had been in Table Bay ſix weeks. From him Lieutenant February 18, 1789.

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Shortland learned that the Borrowdale and the Prince of Wales tranſports, which had parted from him on the coaſt of New South Wales, had returned by the ſouthern paſſage, and had been heard of from Rio de Janeiro. In Table Bay the Alexander remained at anchor till the 16th of March, when ſhe ſailed again, and arrived off the Iſle of Wight on the 28th of May.

Thus concluded a voyage, the firſt part of which was enlivened and rendered important by diſcoveries; the next involved in gloom through the virulent attacks of diſtemper, and the frequent inroads of death. Much was certainly performed, and very much was ſuffered, but from the whole we are authorized to conclude, that the ſettlement of our countrymen on the new ſouthern continent, muſt powerfully tend to the improvement of navigation, and the extenſion of geographical knowledge. Nor is it neceſſary, that any ill-omened apprehenſions ſhould be excited by the misfortunes of the Alexander and the Friendſhip. It may not happen again that ſhips ſhall quit Port Jackſon ſo ill prepared with antidotes againſt the malignant poiſon of the ſcurvy: nor, if they ſhould, is it by any means certain that their viſitation will be equally ſevere.

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LATITUDES and LONGITUDES of CAPES, HEADLANDS, ISLANDS, and SHOALS, according to the Track of the ALEXANDER, under the Directions of Lieutenant JOHN SHORTLAND, Agent for Tranſports.

		Latitude.	Longitude.
		° ′	° ′
Coaſt of New Georgia.	Middleton Reef off the coaſt of New South Wales	29 20 S.	158 48 E.
	Sir Charles Middleton's Iſland, off ditto,	28 10	159 50
	Cape Sydney	10 48	161 41
	Cape Phillip	10 34	161 25
	Cape Henſlow	10 00	161 12
	Cape Hunter	9 42	160 37
	Cape Marſh	9 21	159 30
	Cape Pitt	8 55	159 03
	Cape Nepean	8 51	158 10
	Cape Deception	8 33	157 37
	Hammond Iſles	8 46	157 39
	Point Pleaſant	8 50	157 50
	Indian Bay		
	Cape Satisfaction	8 09	157 06
	The Eddyſtone	8 12	157 08
	Cape Middleton	7 45	156 48
	Cape Allen	7 28	156 48
	Cape Stephens	7 13	156 17
	Point Danger	7 00	156 27
	Cape Alexander	6 50	156 40
	Lord Hood Iſland	7 15	156 48
	Cape Friendſhip	6 50	156 08
	Shortland's Streights	6 55	156 30
	Cape Le Cras	5 50	156 08
	Cape Binmer	6 17	155 58
	Treaſury Iſlands, from lat. 7. 30. ſouth, and long. 156. 08. eaſt, to lat. 6. 38, and long. 156. 27.		
The Four Iſlands		4 50	156 10
The paſſage between the two ſouthernmoſt of the Paulos, or New Carolines		6 50 N.	135 25 E.
Cape St. Auguſtin on the iſland Mindanao		6 13	126 26
Hummock Iſland, off ditto		5 26	125 50

CHAP.

CHAPTER XX.

Lieutenant Watts's Narrative of the Return of the Lady Penrhyn Tranſport; containing an Account of the Death of Omai, and other intereſting Particulars at Otaheite.

CHAP. XX.

THE Lady Penrhyn, Capt. Sever, left Port Jackſon on the 5th of May, 1788. In the evening of the 7th, imagining they ſaw a fire on ſhore, they ſounded, but found no bottom with ninety fathoms of line. By their obſervation at noon, on the 9th, they found a current had ſet the veſſel eighty miles to the ſouthward ſince their leaving Port Jackſon. The ſcurvy began already to make its appearance amongſt them; one man was rendered unfit for duty, and ſeveral others complained very much. The weather in general was ſqually, with thunder, lightning, and rain. In the morning of the 14th they ſaw an iſland bearing north-eaſt, half north, 18 or 20 leagues diſtant, which made in two detached hummocks: At ſeven in the afternoon, the iſland ſeen in the morning

May 5, 1788.
May 7.
May 9.
May 14.

morning was about nine leagues diſtant, on which they brought to for the night, and next morning made ſail and ſtood for it. At noon they ſpoke to the Supply, Lieutenant Ball, who informed them that this iſland is named Lord Howe's Iſland. During the afternoon and night they ſtood off and on, and at nine o'clock the next morning a boat was hoiſted out, and Lieutenant Watts with a party went on ſhore in ſearch of turtle, but they could diſtinguiſh no traces of any, though the different bays were very cloſely explored: about noon, Mr. Watts returned on board. This diſappointment did not deter them from making another effort, as ſome turtle would have been a very valuable acquiſition: accordingly Mr. Anſtis went with a party in the pinnace to try his ſucceſs in the night. About noon the next day Mr. Anſtis returned without having ſeen one turtle, but to make ſome amends, the party had met with great ſucceſs in fiſhing, having caught a ſufficient quantity to ſerve the ſhip's company three or four days.

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May, 1788, Thurſday 15.

Friday 16.

Saturday 17.

Lord Howe's Iſland was diſcovered by Lieutenant Ball on his paſſage to Norfolk Iſland in the month of February, and on his return he ſtopt and ſurveyed it; at that time he caught a quantity of fine green turtles, of which there were great numbers: this induced Governor Phillip to ſend the Supply a ſecond time to this iſland, but ſhe then was unſucceſsful, the weather probably being

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May, 1788. Saturday 17.

ſo cold as to occaſion the turtle to remove to the northward. The iſland is about two leagues in extent, and lies in the direction of north 30° weſt, and ſouth 30° eaſt; the ſouth-eaſt end making in two very high mounts, which may be ſeen at the diſtance of more than twenty leagues, and at firſt appear like two detached iſles. About three leagues from theſe, and nearly in a ſouth-eaſt direction, is a remarkably high and pointed rock,* which may be ſeen at leaſt twelve leagues off; from this there are dangerous rocks extending three or four miles, both in a ſouth-eaſt and ſouth-weſt line; thoſe to the ſouth-weſt not ſhewing themſelves above water: there are alſo rocks extending four or five miles off the north-weſt and north-eaſt ends of the iſland, which is of a moderate height. Both extremes are bluff, and there appears to be much foul ground about them: within the north-weſt point lies a rock with eleven fathoms water cloſe to it, and there is a paſſage between it and the iſland. The reef on the weſt ſide extends nearly to both extremes with breaks in it, through which boats may paſs with ſafety, but within the reef it is in general very ſhoaly. The iſland is tolerably broad at each end, and very narrow, with low land in the center, forming two bays, that ſhould the wind be from ſouth-eaſt to north-eaſt, or ſouth-weſt to north-weſt, a ſhip may always be ſecure by running to the leeward of the iſland. There are regular ſoundings on the weſt ſide, but the ground

* *Ball's Pyramid.*

is too hard for holding well, being coral rocks. The eaſt ſide they did not examine. The low narrow part has evidently been overflowed and the iſland disjointed, for in the very center, as they walked acroſs, they ſaw large beds of coral rocks, and ſhells in great abundance; and on the eaſt ſide, which ſeems in general to be the weather ſide, the ſea has thrown up a bank of ſand, from twenty-five to thirty feet in height, which ſerves as a barrier againſt future inundations. The iſland has likewiſe every appearance of having undergone a volcanic revolution, as they found great quantities of burnt ſtone and pumice ſtone; and Mr. Anſtis, who landed on the reef which ſhelters the weſt bay, at dead low water, found the whole a burnt up maſs.

The inhabitants of this iſland were all of the feathered tribe, and the chief of theſe was the ganet, of which there were prodigious numbers, and it ſhould ſeem that this is the time of their incubation, the females being all on their neſts: theſe are places ſimply hollowed in the ſand, there not being a ſingle quadruped that could be found upon the iſland to diſturb them. The people brought numbers of their eggs on board. Very large pigeons were alſo met with in great plenty; likewiſe beautiful parrots and parroquets; a new ſpecies, apparently, of the coote, and alſo of the rail, and magpie; and a moſt beautiful ſmall bird, brown, with a yellow breaſt and yellow

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on the wing; it ſeemed to be a ſpecies of humming bird: there was alſo a black bird, like a ſheerwater, with a hooked bill, which burrows in the ground. Numbers of ants were ſeen, which appeared the only inſect at this place, except the common earth worm. The ſoil is of a ſandy nature, and freſh water extremely ſcarce in thoſe places which they had an opportunity of examining.

This iſland is well covered with wood, the chief of which is the large and dwarf mangrove, the bamboo, and the cabbage tree. The different vegetables met with were ſcurvy graſs, wild celery, ſpinach, endive, and ſamphire.

From the mean of all their obſervations they found this iſland to be ſituated in 31°. 30′. 49″. ſouth latitude, and by comparing their lunar obſervations with thoſe of Lieutenant Ball, they found its longitude to be 159°. 10′. 00″. eaſt of Greenwich. The mean ſtate of the thermometer, during their ſhort ſtay, was 66°. and the variation of the compaſs, by many obſervations, was found to be 10°. eaſt. In the afternoon the pinnace was hoiſted in, and they made ſail to the eaſtward with a freſh breeze at ſouth-weſt. Nothing material occurred till the

Saturday 31. 31ſt, when about three o'clock in the afternoon they ſaw two iſlands, one bearing north-eaſt, half eaſt, ſeven leagues,

leagues, and the other eaſt by ſouth, about ſix leagues diſtant. Not having an opportunity of getting well in with the land before night came on, they plied occaſionally under an eaſy ſail, and at day-light next morning made ſail and bore up for it. On approaching the ſouthernmoſt land, they found it to form two barren iſles, ſeparated by a channel about a quarter of a mile over, and apparently free from danger: the north iſland lies in a north half eaſt direction from theſe, and about five leagues diſtant. At noon, the body of the north iſland bore north-eaſt by north three miles diſtant: their latitude at that time was 30°. 11′. ſouth, and the longitude by lunar obſervation 180°. 58′. 37″. eaſt. At one o'clock they bore round the weſt end of the iſland, and hove to near the center of it, about a mile off ſhore. They were in hopes, from the appearance of the iſland at a diſtance, that they ſhould have found it productive of ſomething beneficial to the people, (the ſcurvy gaining ground daily) but they were greatly diſappointed; both the north and ſouth ſides are ſurrounded by rocks, over which the water flows, without the leaſt opening for a boat; however, Capt. Sever ordered the ſmall boat to be hoiſted out, and went on ſhore accompanied by Mr. Anſtis: they found great difficulty in landing, and, when upon the rocks, they had to mount a very dangerous precipice, in order to gain the level part of the iſland. This iſland forms very high at the weſt end, and ſlopes

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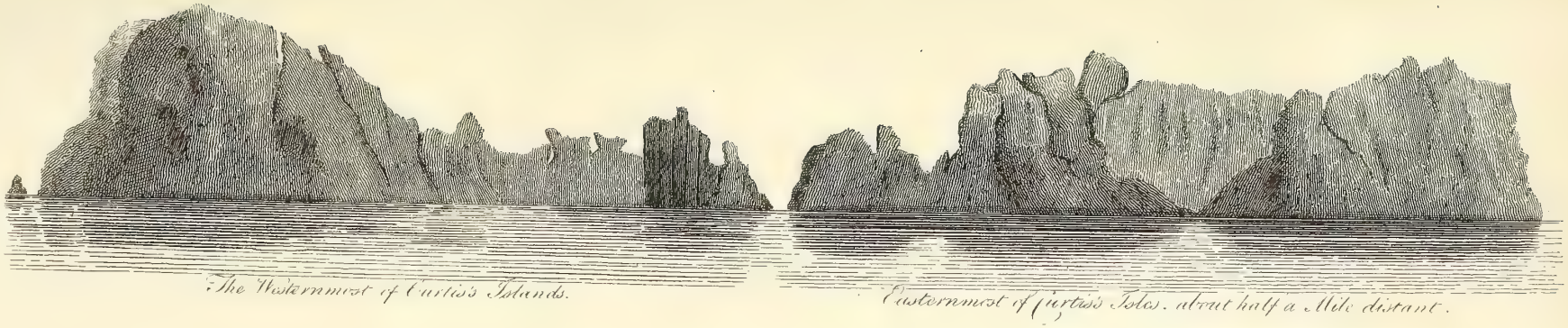
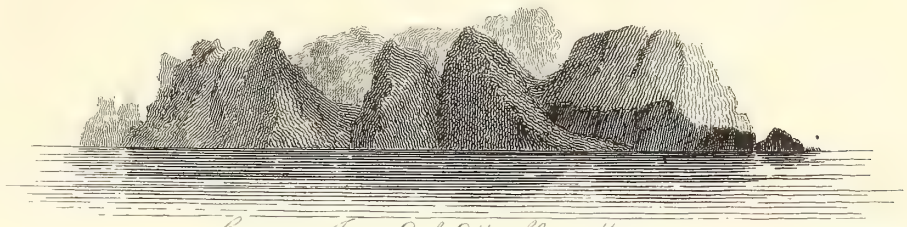
gradually to the eaſt end, where it terminates in a cliff of a moderate height: both ſides have a range of theſe cliffs extending the whole length, which are chiefly compoſed of white ſand. The whole of the iſland bears the ſtrongeſt marks of being a volcanic production, having great quantities of pumice ſtone on it, and the rocks quite burnt up. The top of the land was covered with a coarſe kind of graſs, and the place affords great plenty of the wild mangrove. The extent of this iſland is about two miles and an half, nearly in the direction of eaſt-ſouth-eaſt and weſt-north-weſt; the ſoil a mixture of mould and ſand. The inhabitants are the brown gull, the light-grey bird, ganets, and a parroquet of the ſame ſpecies with thoſe met with at Lord Howe's Iſland. The gentlemen could ſcarcely walk a ſtep without being up to the knee in holes: they ſaw a great number of rats and mice, and found many birds lying dead at the entrances of their burrows: they ſaw no appearance of freſh water, though from the gullies that were formed in various parts, the iſland muſt certainly be ſubject to very heavy rains. This iſland was named *Macauley*'s Iſland, after G. M. Macauley, Eſq; and the two iſlands to the ſouthward, *Curtis*'s Iſles, after Timothy and William Curtis, Eſqrs. At five in the afternoon, the Captain returning on board, the boat was hoiſted in, and they made ſail, ſtanding to the eaſtward with a moderate breeze at ſouth-weſt. Macauley's Iſland is ſituated



The Westernmost of Curtis's Islands.

Easternmost of Curtis's Isles. about half a Mile distant.



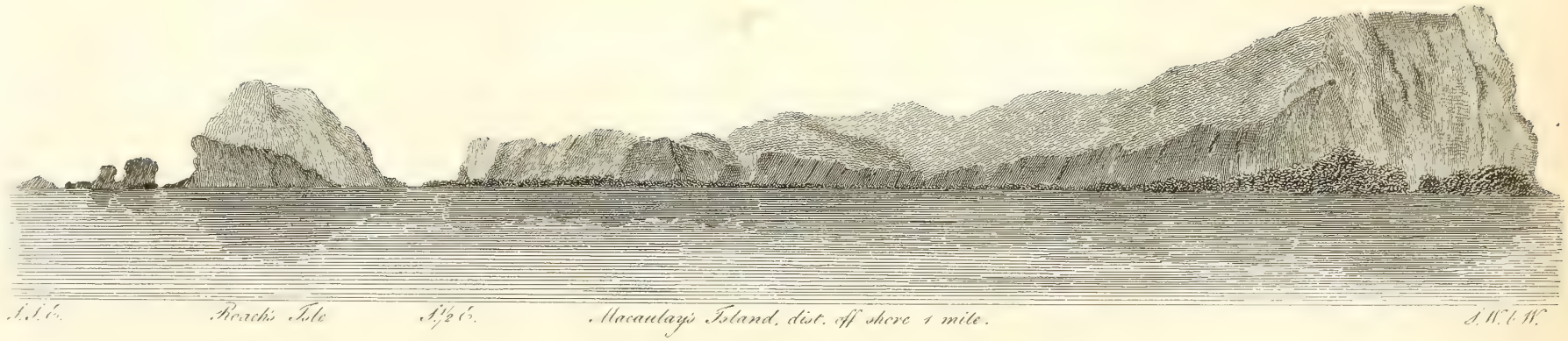
Curtis's Isles E.S.E.½ S.ᵉ 5 Miles.

VIEW OF CURTIS'S ISLANDS.

Jnd. Watts del.

Published by J. Stockdale Oct. 1. 1789.

T. Medland.



VIEW OF MACAULAY'S ISLAND.

ated in 30°. 09′. ſouth latitude, and 180°. 58′. 37″. eaſt longitude. CHAP. XX. June, 1788.

The ſcurvy now began to ſpread very faſt among the crew, and by the 6th, they had nine men unable to get out of their hammocks, and many others complained very much: ſwelled gums, the fleſh exceeding black and hard, a contraction of the ſinews, with a total debility; were the general appearances. Wine was daily ſerved out to them, and there was ſour-krout on on board, but the people refuſed to eat it. From this to the 17th they had little variety; by that time the people were in a deplorable ſtate, for with every perſon on board, the Captain included, they could only muſter ten men able to do duty, and ſome of them were in a very weakly ſtate: ſour-krout, which before had been refuſed, now began to be ſought after, and they had all the Captain's freſh ſtock, himſelf and officers living ſolely on ſalt proviſions; and to add to their melancholy ſituation the wind hung almoſt conſtantly in the eaſtern board, ſo that they could ſcarcely make any progreſs. For ſeveral days they had very ſqually unſettled weather, attended with almoſt conſtant heavy rain, and frequent ſtorms of thunder and lightning. On the 24th, being then in 32°. 12′. ſouth latitude, and 207°. 28′. eaſt longitude, the wind ſhifted to the weſtward, but the weather ſtill continued ſqually and unſettled. On the 7th July, in 21°. 57′. ſouth latitude, they fell in with the

Friday 6.

Tueſday 17

Tueſday 24

July. Monday 7.

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the ſouth-eaſt trade wind, and as the people were in a very weak condition, it was determined to make Otaheite as ſoon as poſſible. At ſix o'clock in the morning of the

Wed. 9.

9th, they ſaw Oſnaburgh Iſland, bearing north by eaſt, half eaſt, four or five leagues diſtant. At ſeven they bore up for Otaheite, and at ten o'clock that iſland made its appearance, bearing weſt by north; by five in the afternoon they were abreaſt of Oaitepeha Bay, and ten canoes preſently came alongſide with bread-fruit, cocoa nuts, &c. The Indians preſſed them very much to come to an anchor there, but as they were not able to purchaſe their anchor again when once let go, Mr. Watts adviſed the Captain to ſtand on for Matavai Bay. During the night they wore occaſionally, and at day-light in

Thurſday 10.

the morning of the 10th ſtood in for the land. At noon, Point Venus bore ſouth-weſt by ſouth about three miles diſtant. In ſtanding into Matavai Bay the ſhip got rather too cloſe on the Dolphin Bank, having only two and a half fathoms water for ſeveral caſts, over a hard bottom, but ſhe deepened at once to ſeventeen fathoms, and they ſtood over to the ſouth ſide of the bay, in hopes by making a board, to fetch the Reſolution's old birth, which would have made the watering place very handy; but the ſhip miſſing ſtays, they were obliged to let go the anchor, and content themſelves in their ſituation. They anchored at nine o'clock in eight fathoms water, over a ſoft bottom, Point Venus bearing north-north-eaſt, and One Tree Hill ſouth by eaſt, half eaſt,

diſtant from ſhore about half a mile. On approaching the bay, they could perceive a prodigious number of the natives on Point Venus, and round the beach, and ſeveral canoes put off from the ſhore, the Indians waving pieces of white cloth and making ſigns for them to come into the bay. When anchored they had only three men in one watch, and two in the other beſides the mates, and two of theſe ailing; the reſt of the crew were in a truly deplorable ſtate.

Their firſt care was naturally to procure ſome refreſhments, and it was a pleaſing circumſtance for them to ſee the natives flock round the ſhip, calling out "*Tayo Tayo*," which ſignifies *friends*; and "*Patri no Tutti*," *Cook's ſhip*; and bringing in very great plenty cocoa nuts, bread-fruit, plantains and taro, and a fruit known by the name of the Otaheite apple; they alſo brought ſome hogs and fowls. All the Indians appeared glad to ſee them, and diſpoſed of their various commodities on very moderate terms, and indeed their whole behaviour indicated the moſt friendly intentions. In the evening, the Chief of Matavai came on board, and in him Lieutenant Watts recollected an old friend: the Chief was greatly pleaſed to ſee Mr. Watts, as he was the only perſon in the ſhip who had been here before, except the ſteward, who had been before the maſt in the Reſolution; therefore, when Mona (which was the chief's name) ſaw his old acquaintance, he explained to his

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his companions who he was, and that he had been with Capt. Cook, and they ſeemed very glad to have ſome of their old viſitors again. Mr. Watts learnt from Mona, that O'too was ſtill living, that he was always called *Earee Tutti*, and then was abſent on a viſit to the eaſtward, but expected to return in four or five days: At the ſame time, he ſaid, meſſengers had been ſent to acquaint him of the ſhip's arrival. He alſo informed Mr. Watts, that Maheine, the chief of Eimeo, to retaliate the miſchief done him by Capt. Cook, had, after the departure of the Reſolution and Diſcovery from the iſlands, landed in the night at Oparree, and deſtroyed all the animals and fowls he could lay hold of, and that O'too was obliged to fly to the mountains. He likewiſe intimated that the Attahooroo men joined Maheine in this buſineſs. Indeed, it occurred to Mr. Watts, that when here in the Reſolution, Taha, the chief of that diſtrict, threatened ſomething of the kind in a quarrel with O'too, and probably ſmothered his reſentment only for a time, fearful of Capt. Cook revenging it, ſhould it come to his knowledge. The next day, Oediddee agreeably ſurpriſed them with a viſit on board: he was greatly rejoiced to ſee them, and enquired after all his friends in a very affectionate manner: He took great pleaſure in recounting his route in the Reſolution, had treaſured up in his memory the names of the ſeveral places he had been at in her, nor had he forgot his Engliſh compliments. He informed them that no ſhip had been at the

Friday 11.

iſlands

iſlands ſince Capt. Cook: therefore, they concealed his death, and Capt. Sever made Oediddee a preſent, as coming from Capt. Cook. Oediddee confirmed the report of the cattle, &c. being deſtroyed by Maheine, and likewiſe informed them that Omai, and the two New Zealand boys had been dead a conſiderable time through illneſs, and that one horſe only was alive at Huaheine, but they could not learn any further particulars from him. July, 1788.

In the evening of the 13th, a meſſenger came on board with a preſent from O'too of a ſmall pig, a dog, and ſome white cloth, and intimated that he would be at Matavai the next day. Early in the next morning but few canoes came off to the ſhip, and the natives were obſerved aſſembling on the ſhore in prodigious numbers: ſoon afterwards, a canoe came alongſide and informed them that O'too was on the beach; on this, the Captain and Mr. Watts went on ſhore immediately, and found him ſurrounded by an amazing concourſe of people, amongſt whom were ſeveral women cutting their foreheads very much with the ſhark's tooth, but what both ſurpriſed and pleaſed them very much, was, to ſee a man carrying the portrait of Captain Cook, drawn by Webber in 1777. Notwithſtanding ſo much time had elapſed ſince the picture was drawn, it had received no injury, and they were informed that O'too always car- Sunday 13. Monday 14.

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ried it with him wherever he went. After the firſt ſalutations were over, Mr. Watts aſked O'too to accompany him to the ſhip, to which he readily agreed; but previouſly to his entering the boat he ordered the portrait in, and when he got alongſide the ſhip he obſerved the ſame ceremony. When on board he appeared much pleaſed, aſked after his old friends, and was very particular in his enquiries after Capt. Cook. He viſited the ſhip between decks, was aſtoniſhed to ſee ſo few people on board, and the greateſt part of them in a debilitated ſtate, and enquired if they had loſt any men at ſea. He acquainted them with the revenge taken by the Eimeo people, and aſked why they had not brought out ſome cattle, &c. He alſo mentioned the death of Omai, and the New Zealand boys, and added, that there had been a ſkirmiſh between the men of Uliatea and thoſe of Huaheine, in which the former were victorious, and that a great part of Omai's property was carried to Uliatea. O'too was conſiderably improved in his perſon, and was by much the beſt made man of any that they ſaw; nor was he, as yet, disfigured by the baneful effects of the *ava*. He preſerved his original character in ſupplying the ſhip with proviſions of every kind in the moſt liberal manner; and when any of the natives who had come from a conſiderable diſtance, begged his interceſſion with them on board to take their hogs, &c. off their hands, which, on account of the few people they had,

had, they were often obliged, much againſt their inclination, to refuſe) he was very moderate: indeed, he generally left the matter to themſelves, and whenever he undertook to diſpoſe of another perſon's property was always well paid for his trouble. During their ſtay at Otaheite he daily paid them a viſit, and importuned the Captain very much to move the ſhip into the Reſolution's old birth: where ſhe then lay, ſhe was nearly in the ſituation of the Dolphin on her firſt anchoring; and though at ſome diſtance from the watering place, yet, conſidering the ſmall number of people on board, and their weak ſituation, the Captain judged it prudent to remain where he was, as in caſe of neceſſity he could put to ſea inſtantly.

O'too was always accompanied by a woman, whoſe advice he aſked upon every occaſion; ſhe was by no means handſome, neither did ſhe poſſeſs that delicacy, or thoſe engaging manners that ſo much diſtinguiſh her countrywomen in general: ſhe was of the Earree claſs, and ſeemed to have great authority; but whether or no ſhe was his wife they did not learn, though Mr. Watts was rather inclined to think they were married, and he appeared to be greatly attached to her. The king and all the chiefs were very urgent for Captain Sever to go to Eimeo, and revenge their quarrel, and ſeveral of them offered to get a ſtock of proviſions and

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accompany him; however, to this requeſt he gave a poſitive refuſal. About three days before they quitted Matavai Bay, O'too brought the ring of an anchor on board, obſerving it might be made into ſmall hatchets: Mr. Watts upon examining it, recollected that it certainly belonged to an anchor which Captain Cook bought of Opooni, at Bola Bola, in 1777: as there was no forge on board the Lady Penrhyn, the Captain offered O'too three hatchets for it, which he readily took. When Captain Cook bought the anchor juſt mentioned it wanted the ring and one of the palms, and at that time they knew that it had been carried from Otaheite, and belonged to Monſ. Bougainville: how O'too came by the ring, Mr. Watts could not learn, but had he poſſeſſed it when the Reſolution was here, it is reaſonable to ſuppoſe he would have brought it to Captain Cook, and the more ſo as at that time the natives uſed to bring many large pieces of iron (which they had obtained from the Spaniards) to be either worked up or exchanged for trinkets. Though from the ſeaſon of the year they had reaſon to expect a ſcarcity of vegetables, yet they were agreably ſurpriſed to find them in the greateſt plenty and profuſion; hogs were multiplied amazingly, and from the proceedings of the natives, Mr. Watts was induced to think they were deſirous to thin them, as they brought none to barter but ſows, and the greateſt part of them were with pig: fowls were obtained in tolerable

tolerable plenty, but they were all cocks, and old; the natives likewiſe brought goats alongſide for ſale, and ſome of them brought cats and offered them in barter. Captain Sever purchaſed a fine male and milch goat with two kids.

Cocoa nuts are a never failing article at this place, and the bread-fruit, which was ſo ſcarce when the Endeavour was here at the ſame ſeaſon of the year, was now exceedingly plentiful, and in high perfection, as was the Otaheite apple; plantains, both ripe and green, and taro, the natives brought in great quantities, but yams and ſweet potatoes were very ſcarce. They purchaſed ſeven or eight dozen of pumkins, and a quantity of chilipods, which were ſome of the produce of the Reſolution's garden, and one of the Indians brought ſome cabbage leaves on board, but the cabbages, as well as ſundry other vegetables, were gone to ruin for want of proper care and attention. The natives could not be enticed to eat any of the pumkins, and the chilipods they ſaid poiſoned them.

It already has been obſerved, that no ſhip of any nation had viſited this iſland ſince Captain Cook, and from appearances, the iron which the natives obtained at that time was pretty well exhauſted, as the only iron now ſeen was the blade of a table-knife; neither did they

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they bring any tools on board to be ſharpened, which certainly would have been the caſe had they been poſſeſſed of any, and ſuch was their avidity to obtain hatchets, knives, &c. that every produce the iſland afforded was purchaſed at very reaſonable rates, nor were the firſt prices given, attempted to be altered during their ſtay. Beſides hatchets, knives, and nails, the natives were very deſirous to have gimlets, files, and ſciſſars; they alſo aſked for looking-glaſſes, and white tranſparent beads, but of theſe latter articles they had none on board: red feathers, which had formerly been held in great eſteem, were now of no value; they would accept them as preſents indeed, but would not barter any one article for them.

As their ſituation was not a very eligible one, Mr. Watts did not think it prudent to go any great diſtance from the ſhip, or even to be much on ſhore, ſo that he was prevented from gaining much information, or ſeeing into many matters that might have enabled him to judge whether the whole of their report reſpecting Omai, and the loſs of his property, &c. was true or not; however, he was inclined to think that the cattle and all the animals were killed, except goats, as Oediddee, when he confirmed the revenge of the Eimeo people, never mentioned that any one animal was ſaved: goats, indeed, had been left on former voyages, and from increaſe had become

become the property of many, but Maheine's reſentment, it ſeems, was levelled at O'too only. CHAP. XX. July, 1788.

Great numbers of the natives had been carried off by the venereal diſeaſe, which they had caught from their connections with the crews of the Reſolution and Diſcovery; nor were the women ſo free from this complaint as formerly, eſpecially the loweſt claſs, the better ſort ſeemingly not wiſhing to hazard the catching ſo terrible a diſorder. The people having recovered in a moſt aſtoniſhing manner, and being now able to aſſiſt in the duties of the ſhip, Captain Sever thought it adviſeable to run down amongſt the Society Iſles, as they had got a plentiful ſupply of proviſions on board; accordingly, they got under way before daylight in the morning of the 23d. The natives ſoon took the alarm, Wedneſday 23 and the breeze ſlackening, they were ſoon crowded with viſitors, none of whom came empty handed. Their friends parted from them with great reluctance, and the ſuddenneſs of their departure ſeemed to diſappoint the natives greatly; indeed, they would not have left the place ſo abruptly, had they not been apprehenſive that if their intention was known, the Indians would have flocked on board in too great numbers, and have been troubleſome. They had the ſatisfaction of leaving this Iſland in perfect amity with the natives, and it is but doing them juſtice to ſay, that during the time the Lady Penrhyn

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Penrhyn lay here, not one occaſion offered to induce them to fire a muſquet. Oediddee regretted their departure exceedingly, and importuned the Captain very much to take him to Uliatea, but O'too (whatever were his reaſons) begged that he might by no means be taken from Otaheite; the Captain promiſed he ſhould not, and taking leave of Oediddee, put him into his canoe, on which he ſhed tears in abundance, ſaid he was very unhappy, and when he put from the ſhip never once turned to look at her: his ſituation was much to be pitied, and he truly merited every friendſhip that could be ſhown him; during the time they lay here, he was a conſtant viſitor, and daily brought on board a ſupply of ready dreſt proviſions. O'too was one of the earlieſt on board in the morning, and did not leave the ſhip till they had cleared the reef; he expreſſed great ſorrow at their departure, mentioned how much time had elapſed ſince the Reſolution and Diſcovery were at Otaheite, begged they would not be ſo long abſent any more, and deſired very much to have ſome horſes brought to him, more particularly than any other animal: juſt before he quitted the ſhip, he aſked for a few guns to be fired, with which the Captain complied. A breeze now ſpringing up, their friends took a laſt farewell, and they ſtood to the north-weſt for Huaheine; at noon, Point Venus was about five miles diſtant.

It may, perhaps, be lamented, that Lieutenant Watts (whoſe acquaintance with the Chiefs, and knowledge of their language, rendered him a proper perſon to make enquiries) ſhould not have been able to give a more full account of matters, at an iſland that has ſo much engaged the public notice; but, when the ſhort ſtay of the ſhip, and her ſituation are conſidered, it will be natural to imagine, that the officers found their time very fully employed: ſuch particulars, however, as have been above related may be depended on as facts.

Friday 25. At noon on the 25th, they ſaw the iſland, Huaheine, bearing weſt three-quarters north, fourteen leagues diſtant: from this time they had very light winds, and thoſe weſterly, which prevented their reaching the iſland before noon on the 26th; when the extremes of it bore Saturday 26. from weſt half north to ſouth by weſt half weſt, off ſhore three miles. They kept ſtanding off and on, on the eaſt ſide (the wind continuing in the weſtern board) till the 29th, during which time the natives brought off plenty of refreſhments, but they were far more exorbitant in their demands than their neighbours.

Tueſday 29. In the morning of the 29th, the wind veering to the ſouth ſouth-eaſt, they ſtood round the north end of

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the iſland, and brought to off Owharree harbour; the natives appeared perfectly friendly, and conſtantly ſupplied them with every article except bread-fruit, which they ſaid had failed that ſeaſon: they were very importunate for them to go into the harbour, but as Captain Sever did not intend to ſtay more than a day or two, he did not think it worth the trouble.

In the evening, an elderly chief, who went by the name of *Tutti*, and whom Mr. Watts recollected to have frequently ſeen with Captain Cook, came on board; he confirmed the reports they had heard at Otaheite, and told them, that after Omai had got perfectly ſettled, he found himſelf under the neceſſity of purchaſing a great quantity of cloth, and other neceſſaries, for himſelf and family, of which his neighbours took advantage, and made him pay extravagantly for every article he purchaſed; that he frequently viſited Uliatea, and never went empty handed, ſo that by theſe means he expended much of his treaſure: he died at his own houſe, as did the New Zealand boys, but in what order their deaths had happened, Tutti could not give information. Upon Omai's deceaſe, the Uliatea men came over and attacked them for his property, alledging that as he was a native of their iſland they had an undoubted right to it. Tutti ſaid they carried away a conſiderable part of his remaining property, and particularly

his muſquets, the ſtocks of which they broke, and took the powder and buried it in the ſand: he added, that the conflict had been very fierce, and that great numbers were ſlain on both ſides, nor were they friends even at this time. Three of the natives who came on board, had the *os frontis* fractured in a terrible manner, but they were then perfectly recovered of their wounds. The houſe that Captain Cook had built for Omai was ſtill in being, and was covered by a very large one built after the country faſhion; it was taken poſſeſſion of by the chief of the iſland. With reſpect to the horſes, the mare had foaled, but died ſoon afterwards, as did the foal, the horſe was ſtill living though of no benefit: thus were rendered fruitleſs the benevolent intentions of his Majeſty, and all the pains and trouble Captain Cook had been at in preſerving the cattle, during a tedious paſſage to theſe iſlands. CHAP. XX. July, 1788.

Having recruited their ſtock of proviſions, and added a large quantity of yams and ſugar cane, and the wind coming to the eaſtward (which had not been the caſe more than four or five days ſince their firſt anchoring in Matavai Bay) they on the 2d of Auguſt took leave of their friends, and ſtood to the northward until noon, when they ſteered north-weſt. They carried away from theſe hoſpitable iſlands, ſixty hogs, weighing from ſeventy to two hundred and twenty pounds each, beſides near fifty Saturday 2.

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August, 1788.

ſmall pigs, ten dozen of fowls, an immenſe quantity of cocoa-nuts, green plantains, ſugar cane, taro, and yams, and about eight dozen of pumkins; the people were all perfectly recovered, and from the plentiful ſtock of proviſions on board there was reaſon to hope that they would not be any more alarmed for their ſafety. At day light in the Friday 8. Morning of the 8th, they ſaw a low flat iſland, bearing from eaſt to north-eaſt ſeven or eight miles diſtant; it appeared to be well clothed with trees, but the weather at that time being ſqually allowed them a very imperfect view. Captain Sever named it *Penrhyn*'s Iſland; it is ſituated in 9°. 10′. ſouth latitude, and 202°. 15′. eaſt Wedneſ. 20. longitude. In the afternoon of the 20th, the Captain and ſome others imagining they ſaw land, and the ſun ſetting in a fog-bank, which prevented them aſcertaining the reality, they ſhortened ſail, and lay by for the night; Thurſday 21. but at five o'clock the next morning no land being in ſight, they made ſail and ſtood to the north-weſt by weſt, with a fine breeze at north-eaſt. In the evening Saturday 23. of the 23d, being near the ſituation of an iſland and reef, as laid down in Lord Anſon's chart, they brought to for the night. A number of ganets and other birds Sunday 24. were flying about the next day, but no land appeared in ſight: their latitude at noon was 9° 30′ north, and 179° 18′ eaſt longitude.

Nothing

Nothing occured worthy of note till the 15th of September, when about noon they ſaw the iſland of Saypan, bearing weſt half north, twelve leagues diſtant. The next day at noon the ſouth end of Tinian was about four leagues diſtant: in the afternoon the ſmall boat was hoiſted out, and Mr. Anſtis went in her to ſound a ſmall bay round the ſouth point of Saypan; he returned at ſeven o'clock, having found from ten to twenty fathoms water about a mile off ſhore, but the ground hard. The next morning, Mr. Anſtis went on ſhore in the ſmall boat to endeavour to procure a bullock, great numbers of which were ſeen grazing on the iſland Tinian. At ſix in the afternoon, they ſtood round the ſouth point of Tinian, but finding they could not fetch into the road, they brought to for the night. In the evening, Mr. Anſtis returned with the beſt part of a young bullock. The next morning at day light, they made ſail and ſtood in for the road, and at nine o'clock came to anchor in eighteen fathoms, over a bottom of coral, about a mile and an half diſtant from ſhore. Soon after they anchored, a party were ſent on ſhore to hunt.

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Septem. 1788.

Monday 15.

Tueſday 17.

Thurſday 18.

Friday 19.

From this to the 25th, they had light winds varying from ſouth to eaſt, with frequent ſhowers over the land, and the flies ſo very troubleſome that they found Captain Byron's

Thurſday 25.

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Byron's account of them perfectly juſt. On coming to an anchor, they obſerved a buoy a little to the ſouthward, with a ſlip buoy to it, they ſwept for the anchor, weighed it, and found it belonged to the Charlotte (Gilbert, maſter) one of the ſhips from Port Jackſon bound to China; there were two-thirds of a cable to it. The party on ſhore alſo found ſome ſpars, apparently erected for a tent, and three water caſks, one of which was full: it is moſt likely the Charlotte was blown out of the road, and could not regain her ſtation again. Obſerving that their anchor was foul, on the 25th they hove it up to clear, and let it go again; preſently afterwards, finding the ſhip adrift, they ſounded, and had twenty-five fathoms, but as ſhe was at the edge of the bank, they hove the anchor up, and made a ſtretch to the ſouthward, but did not again fetch the bay till the evening

Friday 26.

of the 26th. The two following days they had dark heavy weather with very hard ſqualls, and almoſt continual rain, the wind from north-eaſt to ſouth-eaſt. At

Monday 29.

day light in the morning of the 29th, the wind veered round to the ſouth ſouth-weſt, and ſoon afterwards, a very ſevere ſquall, attended with heavy rain, ſet the ſhip adrift, and the tide making ſtrong to the north-weſt with a large hollow ſea, they veered the reef very faſt; however, the ſquall ſomething abating, and fortunately backing round to the ſouth ſouth-eaſt, they got their

their anchor up (which they otherwiſe would not have been able to have effected) and bore away to the north north-weſt. At noon the body of Tinian bore eaſt half ſouth, about four leagues diſtant. CHAP. XX. Septem. 1788.

During their ſtay at Tinian, filling water took up the whole of their time, the well not affording more than three tons a day, ſometimes only two tons: the water was rather brackiſh, but otherwiſe not ill taſted. They found the fowls and hogs very ſhy, and the cattle had quite deſerted the ſouth part of the iſland, owing, as was imagined, to the alarm the Charlotte's people had occaſioned among them.

They obtained two bulls, eight hogs, and about a dozen fowls; they alſo got bread fruit, but it was at ſome diſtance up the country, and the generality of it not ripe: there was abundance of guavas but they were not in ſeaſon; limes and ſour oranges were alſo very plentiful. Cocoa-nut trees were in abundance, but thoſe within a moderate diſtance from the beach were cut down, ſo that the diſtance they had to go for any was attended with too much fatigue to compenſate for the advantages which could be derived from them, as they experienced from two or three attempts of the kind: the ſeaſon in general ſeemed very backward. In addition

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addition to the animals of this place, they found wild cats, The country had exactly the ſame appearance as when Captains Byron and Wallis viſited it, but many of the pyramidical pillars had fallen down and were much decayed. The mean ſtate of the thermometer during their ſtay, was 87°. In their paſſage from hence to China, no material circumſtance occurred, and on the 19th of October they anchored in Macao Roads.

CHAP.

A CHART

of the

TRACK of the SCARBOROUGH,

on

Her Homeward Passage, from Port Jackson,

on the

E.r COAST of New South Wales, towards CHINA;

by

Captain John Marshall.

Mathew's Rock SEb S. 2 Leagues

Thus Appears the Entrance of Port Jackson, bearing WbN. 3 Leagues.

Lord Howe Island, E b S ½ S. 6 Leagues

Norfolk Island, E S E 5 Leagues

Thus Appears Hopper's Island, N b W. 8 Miles; very Low Land

Henderville's I. NE b E 5 Miles

Woodreal I. NNE 6 Miles

Clark's I. NE b N 4 Miles

Allen's I. N b E. 4 Miles

Toulmin's I. N. 3 Miles

Smith's I.

Gilbert's I.

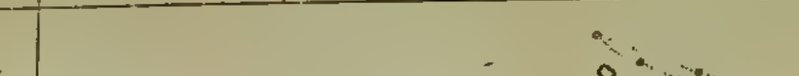
Dawson's I.

Gillespy's I. N b W. 5 Miles.

Watts I.

Button's I. Tindal's I.

English Miles for the above Islands.



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CHAPTER XXI.

The Scarborough leaves Port Jackſon—Touches at Lord Howe's Iſland—Joins the Charlotte—Falls in with a large Shoal—Diſcover a number of Iſlands—Short account of the Inhabitants—Canoes deſcribed—Ornaments—Diſcover Lord Mulgrave's Iſlands—Arrival at Tinian—Sick people ſent on ſhore—Departure from Tinian—Arrival in Mocao Roads.

CHAP. XXI.

May, 1788.

THE Scarborough tranſport, Captain Marſhall, left Port Jackſon on the 6th of May 1788, and proceeded towards China, being engaged to take in a cargo of teas at Canton for the Eaſt India Company. For ſeveral days they had very unſettled weather, with frequent ſqualls and heavy rain. In the afternoon of the 16th, they ſaw Lord Howe's Iſland, bearing eaſt by ſouth ſeven leagues diſtant; and the next day at noon, they found the Supply brig, the Lady Penrhyn, and the Charlotte, ſtanding off and on under the iſland. By two o'clock the Scarborough was cloſe in with the land, but the weather not permitting them to go on ſhore,

Tueſday 6.

Friday 16.

Saturday 17.

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the night was ſpent in ſtanding off and on. Early the next morning, Captain Marſhall ſent his boat with the

Sunday 18. chief mate and ſix men on ſhore at Lord Howe's Iſland, in expectation of procuring ſome turtle, as the Supply, Lieutenant Ball, had caught a large quantity at this iſland in February: however, they were not able, after the moſt diligent ſearch, to meet with any turtle; but this excurſion was not altogether a fruitleſs one, for they brought off a quantity of fine birds, ſufficient to ſerve the ſhip's crew three days; many of them were very fat, ſomewhat reſembling a Guinea hen, and proved excellent food. Having procured ſuch refreſhments as the iſland afforded, they made ſail at four o'clock, with the Charlotte in company, and ſtood to the eaſtward, with a moderate breeze at ſouth-weſt. At

Thurſday 22. eight o'clock in the morning of the 22d, they ſaw Norfolk Iſland, bearing eaſt by ſouth twelve leagues diſtant. At two o'clock, they were within one mile of the land, and had ſoundings in ſixteen fathoms water over a hard bottom: the Charlotte being a conſiderable diſtance a-ſtern, Captain Marſhall lay to for her to come up, and when ſhe joined the Scarborough he ſtood under an eaſy ſail to the diſtance of ſix leagues weſtward of the iſland, and carried ſoundings from ſixteen to twenty-five fathoms, the ground various; in ſome places being ſoft, in other parts a corally bottom,

and

and ſometimes coarſe white ſand, intermixed with broken ſhells. CHAP. XXI.

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After leaving Norfolk Iſland, they ſtretched to the northward and eaſtward, and at one o'clock on the twenty-ſixth they ſaw a ſmall iſland bearing north north-eaſt eight or nine leagues diſtant; when about four miles from the iſland, they ſounded with fifty fathoms of line, but got no bottom. Towards evening, Captain Marſhall was cloſe in with the iſland, and being deſirous to examine it, he plied occaſionally during the night. At day light the next morning, he was cloſe to the land, and found it to be a barren rock, not more than half a mile over in the broadeſt part; it is very high, and was entirely covered with birds of various kinds, but there was no poſſibility of landing on account of a frightful ſurf that entirely ſurrounded it. This rock was ſeen firſt by Captain Gilbert, of the Charlotte, in the forenoon of the 26th, and named by him, *Matthew's Iſland*; it is ſituated in 22° 22′ ſouth latitude, and 170° 41′ longitude, eaſt of Greenwich. Monday 26. Tueſday 27.

On the 30th, in 17° 13′ ſouth latitude, and 172° 43′ eaſt longitude, they paſſed ſeveral large trees, and a number of cocoa-nuts floating in the water, but no land was to be ſeen. Nothing occurred worthy of note till the 4th of June, when the water appearing coloured, they Monday 30. Wedneſday 4.

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founded and ſtruck the ground in fifteen fathoms water, although no land was to be ſeen: a man was then ſent to the maſt-head, who could plainly diſcern that the ſhoal run to the weſtward, on which Captain Marſhall altered his courſe and ſtretched to the eaſtward, carrying ſoundings from fifteen to thirty fathoms water, over a rocky bottom, and in many places they could ſee the ground very diſtinctly. After running to the eaſtward, about eight miles, they found no bottom with ſeventy fathoms of line, which occaſioned the Captain to tack and ſtand to the ſouthward. Vaſt numbers of birds of different kinds were flying to the weſtward of the ſhoal, ſo that there probably is an iſland near that ſituation. The eaſt part of this ſhoal is ſituated in 173° 12′ eaſt longitude, and the ſouth part of it in 15° 50′ ſouth latitude, but how far it extends to the weſtward and northward is very uncertain, though doubtleſs to a conſiderable diſtance, as the water had a white appearance from the maſt head as far as the eye could reach. Being now entirely free from the ſhoal, they ſtood to the northward, with a light eaſterly breeze, and moderate weather. On the

Monday 9.

9th, in 7° 59′ ſouth latitude, the wind ſhifted to the weſtward and continued in the weſtern board till the

Friday 13.

13th when it again changed to the eaſtward.

Wedneſ. 18.

At ſix o'clock in the morning of the 18th they ſaw an iſland right a-head, bearing north half weſt eight or

nine miles diſtant: they ſounded when about ſix miles from the land, but got no bottom with ſixty fathoms of line; at this time Captain Marſhall perceived ſeveral canoes with their ſails ſet, and two or three men in each canoe, coming towards the ſhip, but they preſently put back again and made for the ſhore. This iſland is very low and level, and extends north-eaſt, and ſouth-weſt, terminating at each end in a low, flat point, with an appearance of a large bay in the middle; the Captain named it *Hopper's Iſland*; it is ſituated in 00° 03′ ſouth latitude, and 173° 43′ longitude eaſt from Greenwich.

At ſeven o'clock they ſaw another iſland ſmaller than the former, lying about ſix miles to the ſouth-weſt of Hopper's Iſland, and nearly the ſame in appearance; this was named *Henderville's Iſland*. Towards noon, another iſland made its appearance, which Captain Marſhall named *Woodle's Iſland*, ſituated three miles to the north-weſt of Henderville's Iſland. Five large canoes with ſails ſet put off from Woodle's Iſland, and came towards the ſhip, but when about four miles diſtant, they turned back and ſtood for the ſhore. The wind blowing off the land prevented them from getting in with the ſhore, ſo as to enable them to give a particular deſcription of theſe iſlands; they ſeemed to abound with cocoa-nut, and a variety of other trees. At three

o'clock

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June, 1788.

o'clock in the afternoon, the Scarborough being within three miles of Henderville's Iſland, they ſounded with ſixty fathoms of line, but got no ground. Several large fires were lighted up on the ſhore, and the natives aſſembled in vaſt numbers on the beach, many of them pointing at the ſhip with looks of wonder and ſurpriſe; preſently afterwards, nineteen canoes, with five or ſix men in each, came off from the ſhore and made towards the ſhip, on which Captain Marſhall lay to, in hopes they would come along ſide; ſeveral of them came within a quarter of a mile of the ſhip, and then taking down their ſails, they ſtopt to gaze at the veſſel, but nothing would induce them to come alongſide; however, as more canoes were ſeen coming from the iſland, Captain Marſhall determined to lay to till they all returned on ſhore, as there was a probability of his procuring ſome refreſhments from them: two of the laſt canoes made for the ſhip without the leaſt heſitation; on this, the Captain ordered his people out of ſight that the natives might not be intimidated. When the canoes were cloſe to the ſhip, the Indians began to talk, and made ſigns for them to bring the ſhip nearer the iſland.

After talking with the natives ſome time, the Captain ſhewed them a few ſmall nails, a quart bottle, and a looking-glaſs, all of which they ſeemed very deſirous to obtain; however, they could not be prevailed on to bring

their canoes along-ſide, but three of them jumped out and ſwam to the ſhip; a rope was given them to take hold of, but they could not be perſuaded to come on board. On receiving their little preſents they laughed very heartily, and by way of exchange gave the Captain ſome beads and teeth of beaſts or animals, which they wore about their necks as ornaments: this circumſtance ſerves to ſhow that they have ſome idea of barter. CHAP. XXI. July, 1788.

After making ſigns a ſecond time for them to bring the ſhip nearer the iſland, they took their leave, and preſently afterwards all the canoes returning towards the ſhore, Captain Marſhall made ſail and ſtood to the northward. The ſituation of theſe iſlands has already been mentioned, they lie in nearly a north-weſt and ſouth-eaſt direction: Hopper's Iſland appears to be about ten leagues in length, Henderville's Iſland ſix leagues, and Woodle's Iſland the ſame.

It is to be lamented that Captain Marſhall had not an opportunity of ſurveying theſe iſlands more minutely, as there is ſcarcely a doubt of their affording a variety of refreſhments; for though nothing of the kind was ſeen in the canoes, yet the natives were plump and fleſhy, and ſeemed to live at their eaſe: there is alſo an

appearance

CHAP. XXI.

July, 1788.

appearance of a moſt excellent harbour at Hopper's Iſland.

The inhabitants ſeem to be a fine ſet of people; they are of a copper colour, ſtout and well made; their hair is long and black, with black eyes and eye brows, and they ſeem to have very fine teeth. The only ornaments ſeen amongſt them were necklaces made of beads intermixed with teeth, and many of them had their faces painted white.

If we may judge of theſe people from the conſtruction of their canoes, they certainly poſſeſs a conſiderable ſhare of contrivance and ingenuity: many of them are large enough to contain ſixteen or twenty people; they are narrow, and built to ſail very faſt, yet there is not the leaſt danger of their overſetting, as they are ſteadied with an out-rigger reſembling a ladder on the weather ſide, to one end of which a log of wood is faſtened, cut ſharp at each end in the form of a boat; this not only ſerves to keep the canoe upright, but likewiſe holds her to windward. At the other end of the out-rigger, a ſtout rope is fixed, which leads up to the maſt head and ſerves as a ſhroud; and when the wind blows freſh, two or more men, according to the ſize of the canoe, go out upon the ladder to keep her upright.

Though

A CANOE AND NATIVES OF MULGRAVE'S RANGE.

CHAP. XXI. June, 1788.

Though theſe canoes always ſail on the ſame ſide, yet they are ſo contrived as to ſail one way as well as the other, and the Indians manage them with ſuch dexterity that they put about much ſooner than our boats. Every canoe has a ſail, which in general is very large; they appear to be made of raw-ſilk, neatly ſewed together, and are cut in the form of our ſhoulder of mutton ſail, with a yard at the fore-leach, and another at the foot, ſo that when they want to put their canoe about, they only have to ſhift their tack and bring it to leeward of the maſt: in ſhort, from what little Captain Marſhall ſaw of theſe people, they appeared to be lively, ingenious and expert.

After quitting theſe new diſcovered Iſlands, Captain Marſhall ſtood to the northward, with a light breeze at eaſt north-eaſt, and at five o'clock in the morning of the 20th, they ſaw an iſland bearing eaſt north-eaſt, eight miles diſtant; it appeared very low, and almoſt level with the water, ſo that when only four miles diſtant they could perceive nothing but trees. When Captain Marſhall got cloſe in with the land, he found it to be a chain of iſlands, extending from ſouth-eaſt to north-weſt for the diſtance of more than thirty leagues. Having a favourable breeze, they run along the iſlands about three miles from ſhore, and ſeveral canoes with ſails ſet, came after the ſhip, but none of them would come near her. Friday 20.

CHAP. XXI.

June, 1788.

Great numbers of the natives preſently aſſembled on the beach, in order to gratify their curioſity in looking at the ſhip; this induced Captain Marſhall to lay to in expectation of the natives coming along-ſide, but not one of them ventured near the ſhip: at one time he had an intention of ſending his boat on ſhore in order to procure ſome refreſhments, as many of his crew were laid up with the ſcurvy; however, he prudently declined taking this ſtep, as it certainly would have been hazarding too much to have ſent a few men amongſt an ignorant multitude, with whoſe temper and diſpoſition they were perfectly unacquainted.

The centre of theſe iſlands is ſituated in 1° 50′ north latitude, 173° 00′ eaſt longitude. They are very low, and yet it is rather remarkable, that on ſounding, when not more than a mile from the land, there was no bottom found with eighty fathoms of line. Within the iſlands there appeared to be ſome fine harbours, and they probably afford a variety of refreſhments. The natives ſeemed to be nearly black, and their canoes were conſtructed much in the ſame manner as thoſe already deſcribed.

There being no proſpect of procuring any refreſhments from theſe people, Captain Marſhall made ſail,

Sunday 22.

and at noon on the 22d they ſaw land in the direction

of north by eaſt, eight miles diſtant; it appeared very low, flat, and full of trees. By four o'clock, they were cloſe in with the ſouthernmoſt land, and ſaw a great number of canoes ſailing cloſe to the ſhore, ſome of which came towards the ſhip, and two of them very near, but nothing would entice them to come along-ſide. The people appeared much the ſame as thoſe at Henderville's Iſland, and their canoes were of a ſimilar conſtruction; one of them had a kind of vane at the maſt head, which appeared to be made of the ſame materials as their ſail. In running along ſhore, they found it to conſiſt of ſix different iſlands, extending from north by eaſt to ſouth by weſt, to the length of fourteen or fifteen leagues; the centre of them is ſituated in 2° 58′ north latitude, and 173° 00′ eaſt longitude. The ſouthernmoſt iſland, Captain Marſhall named *Allen*'s Iſland; the ſecond, *Gilleſpy*'s Iſland; the third, *Touching*'s Iſland; the fourth, *Clarke*'s Iſland; the fifth, *Smith*'s Iſland; and the northernmoſt, *Scarborough* Iſland. They ran along theſe iſlands about three miles diſtant from the land, and kept the lead conſtantly going, but could get no bottom, which appeared rather extraordinary as the land is very low. There appears to be good anchorage between theſe iſlands, and the water very ſmooth, and they ſeem to abound with cocoa-nut and cabbage trees. By the time they were abreaſt of Scarborough Iſland, it grew ſo dark that they could not ſee the land; luckily,

CHAP. XXI. June, 1788.

however, the Indians lighted two very large fires which enabled them to get entirely clear of all the iſlands.

Monday 23.

At ſix o'clock in the afternoon of the 23d, more land made its appearance, bearing north to north-weſt, four leagues diſtant, but night coming on, they tacked and ſtood to the ſouthward.

Tueſday 24.

By two o'clock the next day, they were within two miles of the land, and found it to be a chain of iſlands, extending from eaſt to nearly weſt for more than twenty-five leagues; and they perceived a reef from the eaſtern-moſt point of land, which ran at leaſt three leagues into the ſea. The ſhore on the north-weſt ſide of theſe iſlands is bold and ſteep; the Scarborough coaſted along within a mile of the land, and frequently ſounded with an hundred fathoms of line, but could get no bottom; at the ſame time they ſaw the water break near the ſhore, and a vaſt number of the natives were collected on the beach. About three o'clock, a ſmall canoe with two men in her came off from the ſhore, on which Captain Marſhall hove to, in order to give them an opportunity of coming up with the ſhip, but when they were about one hundred yards from the veſſel, they put back again as faſt as poſſible, ſeemingly very much frightened: theſe men had ſkins wrapped round their waiſts, and their hair was ornamented with ſhells and beads.

CHAP. XXI.

After they left the ſhip, Captain Marſhall made ſail, being deſirous to make the weſtward part of the iſlands if poſſible before the night came on; but in this he was diſappointed, as the wind grew light and baffling. Several large canoes now put off from the ſhore with eight or ten men in each; it already has been obſerved that the Charlotte, Captain Gilbert, was in company with the Scarborough; at this time ſhe was ſome diſtance a-ſtern, and the canoes all went along-ſide her; ſeveral of them went on board the Charlotte, and ran fore and aft, ſtealing every thing that lay in their way; one of them in particular, got hold of the pump-break, and attempted to jump over-board with it, but was ſtopped by one of the ſailors. They appeared to be very civilized, and all of them had coverings round the waiſt: their ornaments were necklaces made of beads, to which a croſs was ſuſpended, in the ſame manner as thoſe worn by the Spaniards.

June, 1788.

Captain Marſhall diſtinguiſhed theſe iſlands by the name of *Lord Mulgrave*'s Iſlands, in honour of the Right Honourable Lord Mulgrave. The ſouthernmoſt of them is ſituated in 5° 58′ north latitude, and 172° 3′ eaſt longitude, and the northernmoſt in 6° 29′ north latitude, and 171° 10′ eaſt longitude. At noon on the 25th, they got round the weſternmoſt iſland, and thought themſelves entirely clear of them all, as the day was very

Wedneſ. 25.

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June, 1788.

very fair, and no land could be ſeen from the maſt-head; at the ſame time they had a long ſwell: on this, Captain Marſhall ſtood on under an eaſy ſail during the night, but was very much ſurpriſed at daylight the next

Thurſday 26. morning to ſee land on the weather quarter, and a large iſland on the lee quarter, between which they muſt have paſſed in the night, and certainly very near that on their lee, though they ſounded every half hour, but never ſtruck the ground. Lord Mulgrave's Iſlands abound with cocoa-nut-trees, and they could perceive remnants of oranges and various other ſorts of fruit, although the natives offered nothing of the ſort to barter. Theſe iſlanders had not any offenſive weapons whatever, ſo that they probably are on very friendly terms with each other. With a light eaſterly breeze, they kept their

Friday 27. courſe to the northward, and at noon on the 27th, in 7° 25′ north latitude, and 171° 10′ eaſt longitude, they ſaw land bearing from north by eaſt to north north-weſt. Having now a freſh breeze, Captain Marſhall run in with the land, and found it to be a cluſter of ſmall iſlands lying eaſt and weſt of each other, but no appearance was ſeen of their being inhabited.

Saturday 28. At noon on the 28th, more iſlands were ſeen, bearing from north to north-weſt by weſt, three or four leagues diſtant, their latitude at that time was 8° 02′ north, and 170° 57′ eaſt longitude. The weather being very hazy, with

with conſtant rain, they wore, and ſtood from the land; however, the afternoon proving tolerably clear, they again ſtood towards it, and by four o'clock were cloſe in with the weſternmoſt iſland. Two large canoes were lying on a ſandy beach, but they did not perceive any inhabitants. At five o'clock they ſaw ſeveral more iſlands, bearing north north-eaſt, five or ſix leagues diſtant. During the night, Captain Marſhall ſtood under an eaſy ſail, and at day-light the next morning land was ſeen a-head bearing north by eaſt ſix leagues, and ſome land bearing eaſt ſeventeen leagues diſtant. Theſe iſlands, like all they had yet ſeen, were very low, and entirely covered with lofty trees; on ſounding, they got no ground with an hundred fathoms of line. Their latitude at noon was 8° 59′ north, and 170° 24′ eaſt longitude.

CHAP. XXI. June, 1788.

Sunday 29.

At five in the afternoon, more iſlands were ſeen, bearing north, five leagues diſtant, but night coming on they wore and ſtood to the ſouthward. In the forenoon of the 30th, they ran between two iſlands, about five leagues diſtant from each other, and ſurrounded by a number of breakers: by eleven o'clock they were entirely clear of all the land. Their obſervation at noon gave 9° 34′ north latitude, and the longitude was 169° 22′ eaſt. Theſe laſt iſlands were ſuppoſed by Captain Marſhall

Monday 30.

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June, 1788.

ſhall to be thoſe which Lord Anſon diſcovered, and named *Barbadoes* Iſlands.

Having now a clear navigation, they proſecuted their voyage without meeting with any thing worthy of notice

July, Thurſday 31. till the 31ſt of July, when at ſix clock in the morning they ſaw the iſland of Saypan bearing weſt by ſouth ſix leagues diſtant. Having light baffling winds, they did not get in with the land till the approach of evening, ſo that the night was ſpent in ſtanding off and on. At

Auguſt, Friday 1. day-light the next morning, Captain Marſhall ſent his boat on ſhore, with the chief mate and four ſeamen, to procure ſome refreſhments, and look for anchorage. At two o'clock in the afternoon, the boats returned loaded with cocoa-nuts and cabbage, both, as the men reported, from the ſame tree, but they could find no place for a veſſel to anchor in, the water being very deep cloſe to the land, with a rocky bottom, and ſo heavy a ſurf that the boat did not land without great difficulty. Not meeting with a harbour at Sapan, the Captain determined to make the beſt of his way to Tinian, where he might come to anchor and get his ſick people on ſhore, having no leſs than fifteen men laid up with the ſcurvy, and the reſt of his crew were ſo weak that they could ſcarcely work the ſhip: the wind, however, was ſo variable, that they did not reach the ſouth-weſt ſide of that iſland till afternoon on the 4th, when they anchored in twenty-

twenty-five fathoms water, and ſoon afterwards the Charlotte came to anchor a ſmall diſtance from the Scarborough. CHAP. XXI. Auguſt, 1788.

Early the next morning, Captain Marſhall ſent his ſick people on ſhore, with a tent, and a ſufficient quantity of proviſions to ſerve them five days. After landing the ſick, and erecting their tent, the boats crew walked about the iſland, and ſaw a great number of cattle, hogs, and fowls, but they only caught a calf, one hog, and a fowl or two, and loaded the boat with cocoa-nuts, oranges, and limes. On the 6th, the chief mate was ſent on ſhore to look for freſh water; he ſoon found out the well, mentioned in Lord Anſon's voyage, but it was quite dry, and there was not any freſh water to be met with within two miles of the landing place. The boat returned at noon, loaded with fruit of different ſorts. Toward evening the wind came round to ſouth ſouth-weſt blowing very ſtrong, which ſent a heavy ſea rolling into the bay, and occaſioned the Scarborough to pitch very much. The wind ſtill blowing ſtrongly into the bay, Captain Marſhall ſent his boat on ſhore on the 7th, to bring off the ſick people, which they accompliſhed with much danger and difficulty; in the mean time, every thing was got ready for ſea, the Captain being determined to get away the moment the wind ſhifted to ſouth or ſouth by eaſt, ſo Tueſday 5. Wedneſ. 6. Thurſday 7.

CHAP. XXI.

that they could clear the weſt part of the iſland. During the night, they had ſo heavy a gale at ſouth-weſt that they expected every minute to be driven on ſhore; fortunately, however, at day-break, the wind ſhifted to ſouth ſouth-eaſt, on which they immediately cut the cable and ran clear of the land: Captain Gilbert cut both his cables and followed the Scarborough. Scarce had they cleared the land before the wind again ſhifted to ſouth-ſouth-weſt, and blew a complete hurricane, ſo that had the veſſels then been at anchor, they muſt inevitably have been driven on ſhore. Though Captain Marſhall's people were on land ſo ſhort a time, they found amazing benefit from it, their ſtrength gradually returned, and ſoon afterwards they were perfectly reſtored to health.

Auguſt, 1778.

Friday 8.

No particular occurrence happened during their paſſage from Tinian to China; they ſaw the Lema Iſlands in the afternoon of the 7th of September, and came to anchor in Macao Roads the following afternoon.

September.

Sunday 7.

Monday 8.

CHAP-

BRITISH MUSEUM
NATURAL HISTORY

A. Latham del.

J. Barlow sc.

BANKIAN COCKATOO VARIETY.

Published Septr. 1. 1789. by J. Stockdale.

CHAPTER XXII.

Supplemental Account of Animals.

BIRDS.

Order II. Pies.

Genus V. Parrot.

No. 139. BANKIAN COCKATOO.

THIS is about the ſize of the great white cockatoo; the length twenty-two inches. The bill is exceedingly ſhort, and of a pale lead-colour. The head feathers are pretty long, ſo as to enable the bird to erect them into a creſt at will: The colour of the head, neck, and under parts of the body are duſky brown, inclining to olive, darkeſt on the belly: the feathers of the top of the head and back part of the neck are edged with olive; the reſt of the plumage on the upper part of the body, the wings, and tail, are of a gloſſy black; the laſt is pretty long and a little rounded at the end; the two middle feathers are wholly black; the others of a fine vermilion in the middle for about one-third, otherwiſe black; the outer edge of the exterior feather black the whole length. Legs black.

CHAP. XXII.

This bird was met with in New South Wales, and is ſuppoſed to be a variety, if not a different ſex, from the Bankian Cockatoo deſcribed in the General Synopſis of Birds, Supplement, p. 63. pl. 109. It varies, however, in not having the feathers of the head or thoſe of the wing-coverts marked with buff-coloured ſpots; nor is the red part of the tail croſſed with black bars, as in that bird.

With the above ſpecimen was ſent the head of another, which differed in having a mixture of yellow in various parts of it. We have been informed, that the red part of the tail in this laſt is barred with black, not unlike that deſcribed by Mr. Latham in the Synopſis. From theſe circumſtances, it may be preſumed, that this bird is ſubject to great variety.

Order

NATURAL HISTORY

RED SHOULDERED PARRAKEET

Order II. Pies.

Genus V.

RED-SHOULDERED PARRAKEET.

THIS bird is about the ſize of the *Guinea Parrakeet*. Total length ten inches and a half: the general colour of the plumage is green, inclining to yellow on the under parts: the top of the head, the outer edge of the wing, and ſome parts of the middle of the ſame are deep blue: all round the baſe of the bill crimſon, with a mixture of the ſame on the fore part of the neck, but between the bill and eye is a mixture of yellow: the ſhoulders, and under parts of the wings are blood red: two or three of the inner quills, and the vent pale red: the greater quills duſky, fringed outwardly with yellow: the tail is greatly wedged in ſhape, the feathers at the baſe cheſnut, towards the end dull blue: the bill and legs are brown.

This ſpecies inhabits *New South Wales*; and we believe it to be hitherto non-deſcript.

Order

CHAP. XXII.

Order III. Paſſerine.

Genus XLV.

Crested Goat-sucker.

This bird is ſomewhat ſmaller than our European ſpecies, meaſuring only nine inches and a half in length. The general colour of the plumage on the upper parts is dark-brown, mottled and croſſed with obſcure whitiſh bars: the quills are plain brown, but five or ſix of the outer ones marked with duſky white ſpots on the outer webs: the tail is rounded in ſhape, and marked with twelve narrow bars of a duſky white, mottled with black, as are the various whitiſh marks on the upper parts: the under parts of the body are more or leſs white; but the fore part of the neck and breaſt are croſſed with numerous duſky bars: the bill is black, but the gape and within yellow; the ſides of the mouth furniſhed with briſtles, as in other goat-ſuckers; beſides which, at the baſe of the bill are ten or twelve erect ſtiff briſtles, thinly barbed on their ſides, and ſtanding perfectly upright as a creſt, giving the bird a ſingular appearance: the legs are weak, longer than in moſt of the tribe, and of a pale yellow colour; claws brown.

Order

NEW HOLLAND GOATSUCKER.

Publish'd Oct. 20. 1789. by J. Stockdale.

NEW HOLLAND CASSOWARY.

Published Nov. 2. 1789. as the Act directs.

Order VI. Struthious.

Genus LIX. Caſſowary.

New-Holland Cassowary.

This is a ſpecies differing in many particulars from that generally known, and is a much larger bird, ſtanding higher on its legs, and having the neck longer than in the common one. Total length ſeven feet two inches. The bill is not greatly different from that of the common Caſſowary; but the horny appendage, or helmet on the top of the head, in this ſpecies is totally wanting: the whole of the head and neck is alſo covered with feathers, except the throat and fore part of the neck about half way, which are not ſo well feathered as the reſt; whereas in the common Caſſowary, the head and neck are bare and carunculated as in the turkey.

The plumage in general conſiſts of a mixture of brown and grey, and the feathers are ſomewhat curled or bent at the ends in the natural ſtate: the wings are ſo very ſhort as to be totally uſeleſs for flight, and indeed, are ſcarcely to be diſtinguiſhed from the reſt of the plumage, were it not for their ſtanding out a little. The long ſpines which are ſeen in the wings of the common ſort, are in this not obſervable,—nor is there any appearance

CHAP. XXII.

of a tail. The legs are ſtout, formed much as in the Galeated Caſſowary, with the addition of their being jagged or ſawed the whole of their length at the back part.

This bird is not uncommon in *New Holland*, as ſeveral of them have been ſeen about *Botany Bay*, and other parts. The one from which the plate was taken, was ſhot within two miles of the ſettlement at *Sydney Cove*, and the drawing made on the ſpot by Lieutenant *Watts*. The ſkin being ſent over to England in ſpirits, has been put into attitude, and is now the property of Sir Joſeph Banks, to whom it was preſented by Lord Sydney. Although this bird cannot fly, it runs ſo ſwiftly, that a greyhound can ſcarcely overtake it. The fleſh is ſaid to be in taſte not unlike beef.

Order

WHITE GALLINULE.

Published ... by ... Stockdale.

Order VII. Cloven-footed.

Genus LXXV.

WHITE GALLINULE.

THIS beautiful bird greatly reſembles the purple Gallinule in ſhape and make, but is much ſuperior in ſize, being as large as a dunghil fowl. The length from the end of the bill to that of the claws is two feet three inches: the bill is very ſtout, and the colour of it, the whole of the top of the head, and the irides red; the ſides of the head round the eyes are reddiſh, very thinly ſprinkled with white feathers; the whole of the plumage without exception is white. The legs the colour of the bill.

This ſpecies is pretty common on Lord Howe's Iſland, Norfolk Iſland, and other places, and is a very tame ſpecies. The other ſex, ſuppoſed to be the male, is ſaid to have ſome blue on the wings.

CHAP. XXII.

Genus XII. Canis.—*Lin. Syſt. Nat.*

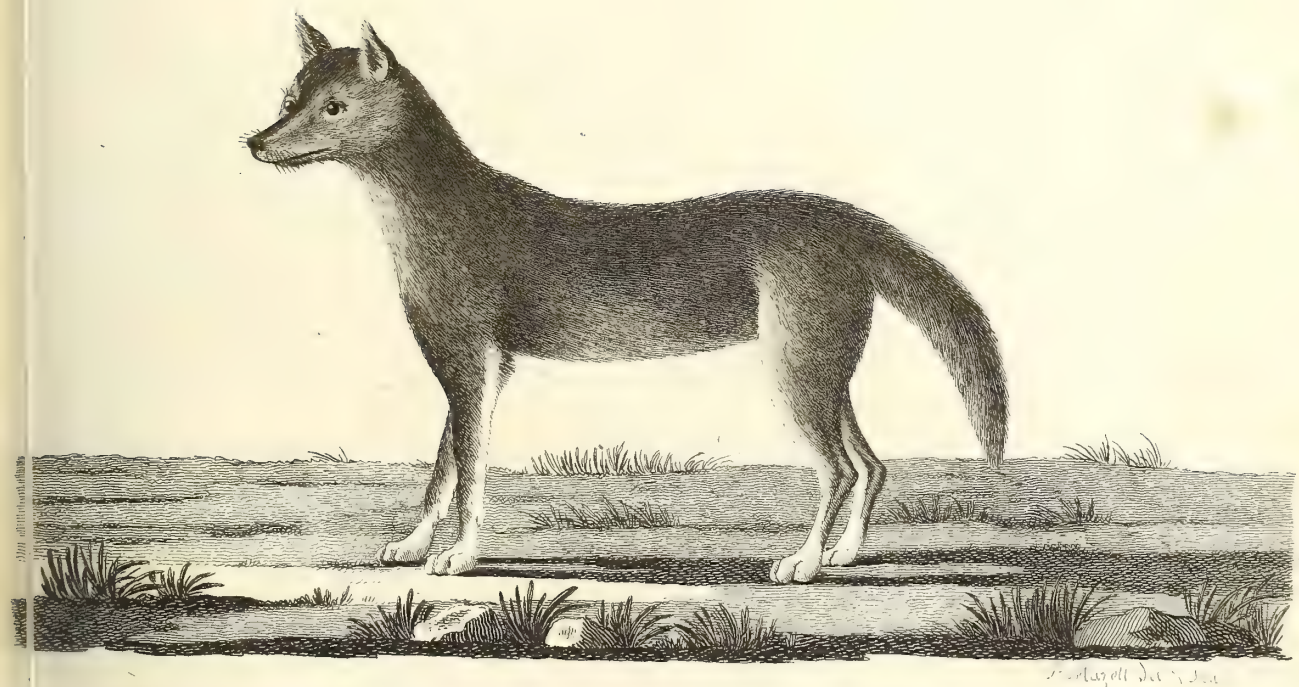
Genus XVII. Dog.—*Penn. Hiſt. Quad.*

Dog of New South Wales.

The height of this ſpecies, ſtanding erect, is rather leſs than two feet: the length two feet and a half. The head is formed much like that of a *fox*, the ears ſhort and erect, with whiſkers from one to two inches in length on the muzzle. The general colour of the upper parts is pale brown, growing lighter towards the belly: the hind part of the fore legs, and the fore part of the hinder ones white, as are the feet of both: the tail is of a moderate length, ſomewhat buſhy, but in a leſs degree than that of the fox: the teeth are much the ſame as is uſual in the genus, as may be ſeen in the top of the plate where the animal is repreſented.

This ſpecies inhabits *New South Wales*. The ſpecimen from which the annexed plate was taken, (a female) is now alive in the poſſeſſion of the *Marchioneſs of Saliſbury*, at *Hatfield-Houſe*, and was ſent over as a preſent to Mr. *Nepean*, from Governor *Phillip*. It has much of the manners of the dog, but is of a very ſavage nature, and not likely to change in this particular. It laps like other dogs, but neither barks nor growls if vexed and teized; inſtead of which,

Under Jaw



DOG OF NEW SOUTH WALES.

Publish'd Sept. 21, 1789, by J. Stockdale.

which, it erects the hairs of the whole body like briſtles, and ſeems furious: it is very eager after its prey, and is fond of rabbits or chickens, raw, but will not touch dreſſed meat. From its fierceneſs and agility it has greatly the advantage of other animals much ſuperior in ſize; for a very fine French fox-dog being put to it, in a moment it ſeized him by the loins, and would have ſoon put an end to his exiſtence, had not help been at hand. With the utmoſt eaſe it is able to leap over the back of an aſs, and was very near worrying one to death, having faſtened on it, ſo that the creature was not able to diſengage himſelf without aſſiſtance; it has been alſo known to run down both deer and ſheep.

A ſecond of theſe is in the poſſeſſion of Mr. *Laſcelles*, of which we have received much the ſame account in reſpect to its ferocity; whence it is ſcarcely to be expected that this elegant animal will ever become familiar.

CHAP. XXII.

Genus XV. Muſtela.—*Lin. Syſt. Nat.*

Genus XXIII. Weeſel.—*Penn. Hiſt. Quad.*

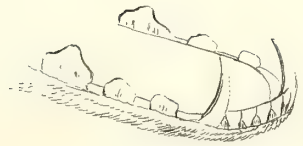
SPOTTED MARTIN.

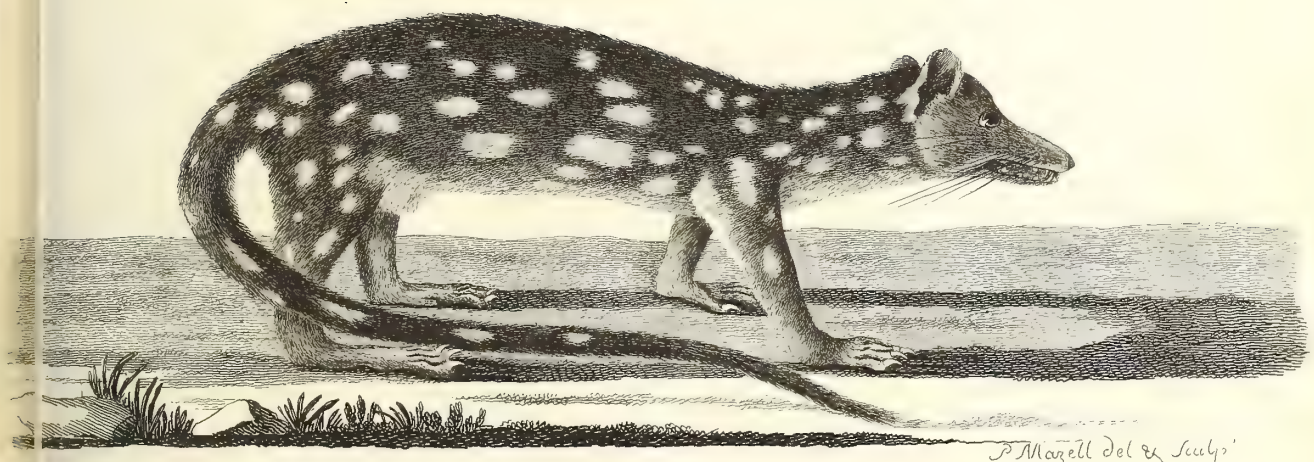
THE ſpecies is about the ſize of a large polecat, and meaſures from the tip of the noſe to the ſetting on of the tail eighteen inches; the tail itſelf being nearly the ſame length. The viſage is pointed in ſhape, and the whole make of the animal does not ill reſemble that of the *Foſſane*. The general colour of the fur is black, marked all over with irregular blotches of white, the tail not excepted, which has an elegant appearance, and tapers gradually to a point.

The ſituation of the teeth and jaws is much the ſame as in the reſt of the genus, as may be ſeen in the upper part of the plate.

Inhabits the neighbourhood of Port Jackſon.

Genus





P. Mazell del et sculp.

MARTIN CAT.

Publishid Aug. 31, 1789, by J. Stockdale.

NATURAL HISTORY

1 Kangooroo Rat——2 A Young ditto——3 Jaws of ditto.

Published Sept. 1789 by G. Nicholson

Genus XVII. Didelphis.—*Lin. Syſt. Nat.*

Genus XXII. Opoſſum.—*Penn. Hiſt. Quad.*

KANGUROO RAT.

THE upper jaw of this ſpecies has two cutting teeth in front, with three others on each ſide of them, and at a diſtance one falſe grinder, ſharp at the edge, and channelled, or fluted, on the ſides, and cloſe to theſe, two true grinders: in the lower jaw are two long cutting teeth, formed like thoſe of the ſquirrel, with three grinders, correſponding with thoſe in the upper jaw.

The general ſhape of the body is not widely different from that of the *Kanguroo*, both in reſpect to the ſhortneſs of the fore legs and the peculiar conſtruction of the hind ones; but the viſage being ſtrongly ſimilar to that of the rat, and the colour of the whole not ill reſembling that animal, it has obtained the name of the *Kanguroo Rat*.

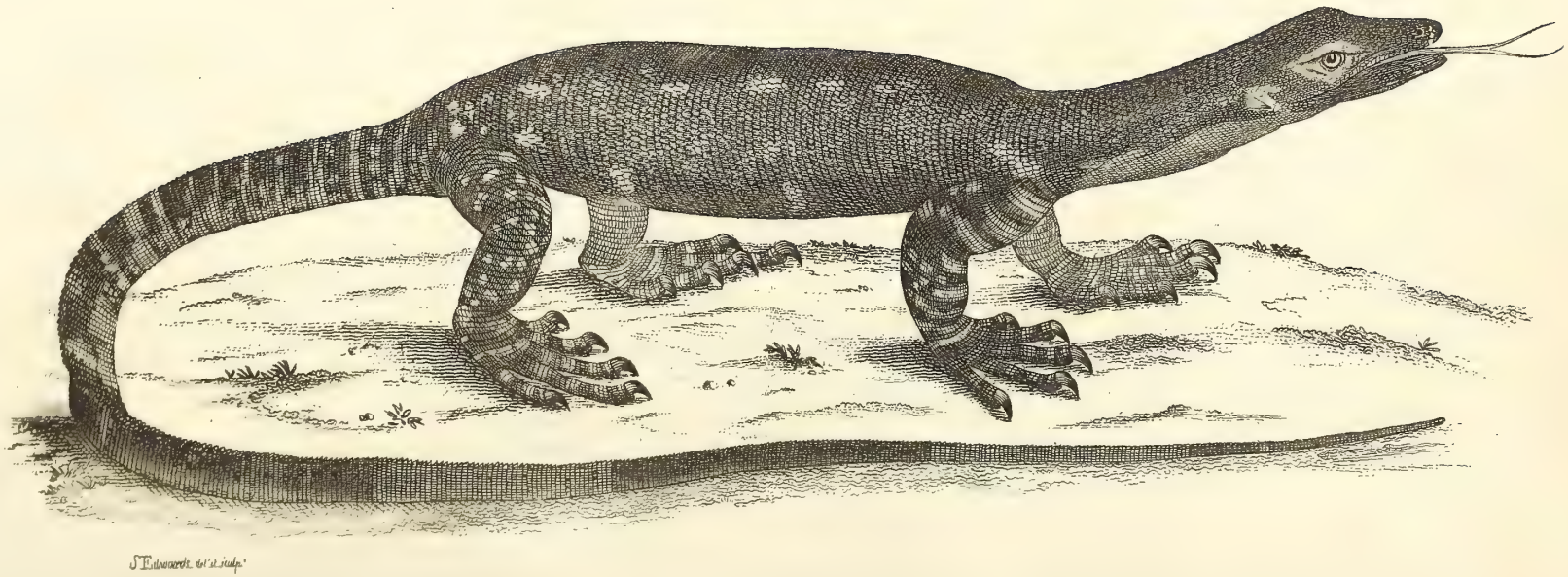
This is an inhabitant of *New Holland*, and two of the ſpecies are now to be ſeen alive at the curious exhibition of animals over *Exeter Exchange*. One of

CHAP. XXII.

theſe, being a female, has brought forth young, one of which is repreſented in the ſame plate with the adult animal. On the upper part of the ſame plate is figured the jaw of a full grown ſubject.

Fig. 1. The Kanguroo Rat.
2. A young one of the ſame.
3. Two views of the jaws, with the teeth.

Genus



J. Edwards del. et sc. sculp.

THE LACED LIZARD.

Genus CXXII. Lacerta.—*Lin. Syſt. Nat.*

THE LACED LIZARD.

THIS moſt elegant ſpecies is in length, from the noſe to the end of the tail, about forty inches: in the mouth are a few weak teeth, though rather ſharp, at about a quarter of an inch diſtance one from another: the tongue is long and forked: the general ſhape is ſlender; and the ground colour of the ſkin, on the upper parts, a browniſh or bluiſh black, whimſically marked with golden yellow; in ſome parts this colour is beautifully mottled or freckled, like ſome kinds of lace-work; in others, ſtriped in various directions, particularly on the legs, which ſeem as if ſtriped acroſs with black and white: the under parts are yellow, croſſed with ſingle bars of black on the chin and throat, and double clouded ones on the belly: the toes are five in number on each foot, barred acroſs with black and yellow, as the legs, and each furniſhed with a crooked black claw: the tail meaſures more in length than the whole of the body; towards the baſe, clouded and marked as the reſt; but the further half banded with

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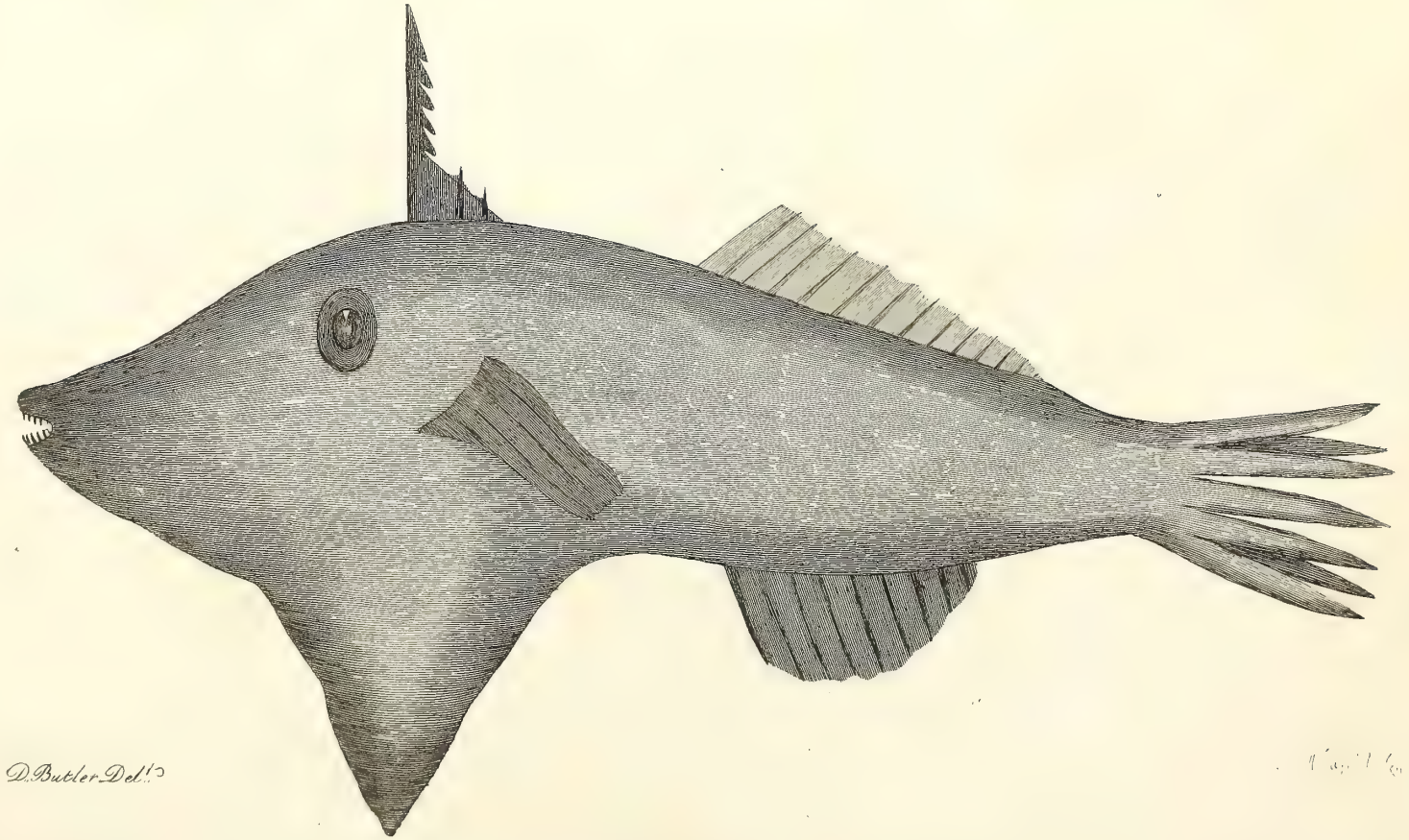
black and yellow, each band three inches broad, the end running to a very ſharp point.

This beautiful Lizard is not uncommon at *Port Jackſon*, where it is reputed a harmleſs ſpecies. Individuals vary much one from another, in reſpect to the length of the tail, as alſo in the colour of the markings; ſome having thoſe parts marked with a pure ſilvery white, which in the above deſcribed are yellow.

Genus



D. Butler Del.t

A FISH OF NEW SOUTH WALES.

Publish'd Aug.t 6, 1789. by J. Stockdale.

Genus CXXXV. Baliſtes.—*Lin. Syſt. Nat.*

Bag-throated Balistes.

The ſize of the fiſh figured in the plate is uncertain, as we have only obtained a drawing of it without any deſcription.—It agrees in many things with others of the genus, and does not greatly differ from one figured in *Willughby*'s *Icthyologia*, Tab. I. 22. but has the body longer in proportion. The erect horn or ſpine is placed over, and a little behind the eyes, as in Willughby's figure, attended with two ſhorter ones directly behind the firſt: the long ſpine is quite ſtraight, ſharp at the point, and deeply ſawed on the back part. Another ſingularity preſents itſelf in this ſpecies, which is, a deep pouch-like appendage beneath the throat, in ſhape not unlike what is called Hippocrates's ſleeve, or rather a jelly bag.

This fiſh is found pretty commonly on the coaſt of New South Wales, and was called by the ſailors the Old Wife, having much reſemblance in many things to the ſpecies ſo named. When ſkinned, it was thought pretty good eating.

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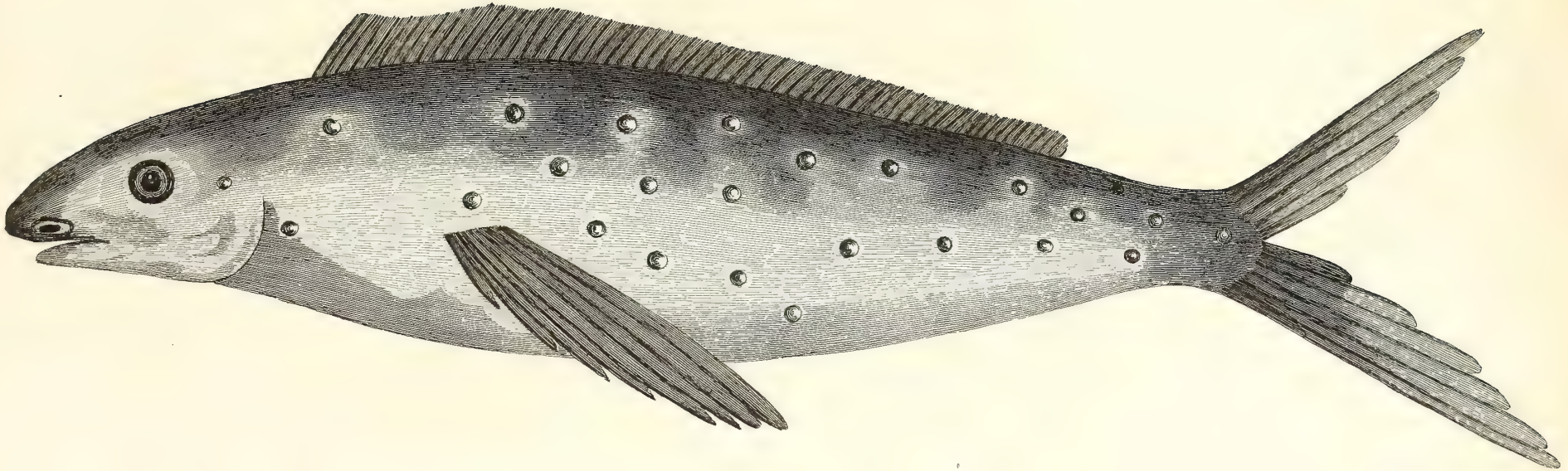
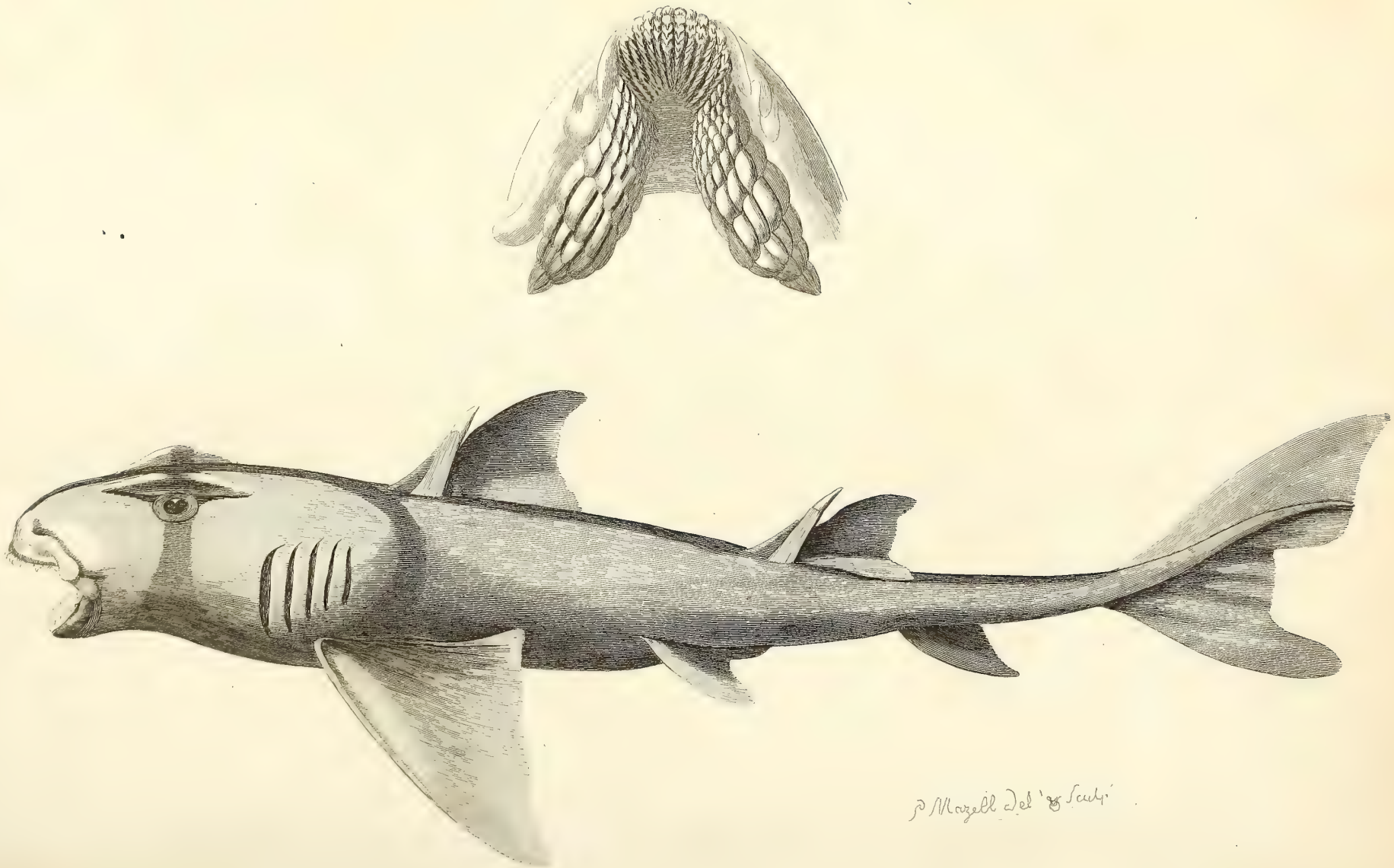
A Fish of New South Wales.

Of this fiſh it can only be ſaid, that the ground colour is much the ſame as that of our mackarel, marked with ſeveral round, blue and white ſpots; and that, in the plate, it is repreſented faithfully from a drawing by Daniel Butler ſent from New South Wales, where it is in great plenty, and is thought to taſte much like a dolphin. As to the genus, it is difficult to ſay with certainty to which it belongs, as it is deficient in the characteriſtics of thoſe generally known; it is therefore left to the reader to ſettle this matter according to his own opinion.

Genus



A FISH OF NEW SOUTH WALES.



PORT JACKSON SHARK.

Published Nov. 9. 1789. by J. Sowerby.

Genus CXXXI. Squalus.—*Lin. Syſt. Nat.*

Port Jackson Shark.

The length of the ſpecimen from which the drawing was taken, is two feet; and it is about five inches and an half over at the broadeſt part, from thence tapering to the tail: the ſkin is rough, and the colour, in general, brown, paleſt on the under parts: over the eyes on each ſide is a prominence, or long ridge, of about three inches; under the middle of which the eyes are placed: the teeth are very numerous, there being at leaſt ten or eleven rows; the forward teeth are ſmall and ſharp, but as they are placed more backward, they become more blunt and larger, and ſeveral rows are quite flat at top, forming a kind of bony palate, ſomewhat like that of the Wolf-fiſh; differing, however, in ſhape, being more inclined to ſquare than round, which they are in that fiſh: the under jaw is furniſhed much in the ſame manner as the upper: the breathing holes are five in number, as is uſual in the genus: on the back are two fins, and before each ſtands a ſtrong ſpine, much as in the Prickly Hound, or Dog, fiſh: it has alſo two pectoral, and two ventral fins; but beſides theſe, there is likewiſe an anal fin, placed at a middle diſtance between the laſt

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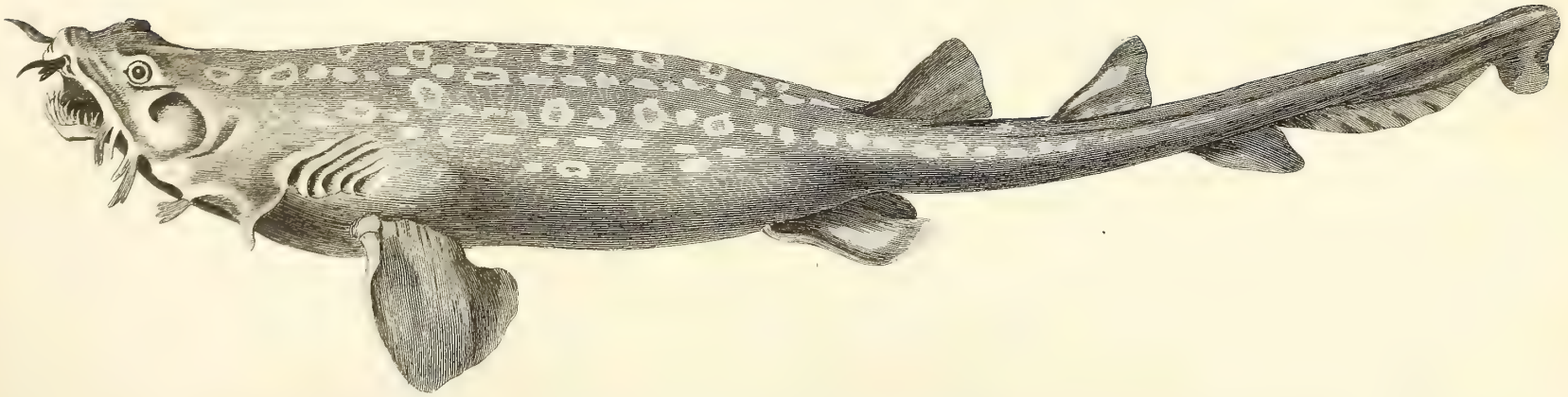
and the tail: the tail itſelf, is as it were divided, the upper part much longer than the under.

At firſt ſight, the above might be taken for the *Prickly Hound-fiſh*, or *Squalus Spinax* of *Linnæus*, of which a good figure may be ſeen in *Willughby*'s *Icthyol.* Tab. B. 5. f. 1, but it differs, *firſt*, in having the prominent ridge over the eyes, of a great length; *ſecondly*, in the formation of the teeth; *thirdly*, in having an anal fin, of which the Prickly Hound is deſtitute; all theſe circumſtances concur to prove it a new ſpecies.

This was taken at *Port Jackſon*, but to what ſize it may uſually arrive cannot be determined; perhaps not to a great one, as the teeth appear very complete. Some ſharks, however, of an enormous ſize have been ſeen and caught thereabouts, though of what ſort cannot here be determined.

Genus

Front View of the Mouth the size of Life.



WATTS'S SHARK.

P. Mazell. Del & Sculp.

Published Nov 2. 1789. by J. Stockdale.

Genus CXXXI. Squalus.—*Lin. Syſt.*

WATTS'S SHARK.

THIS, we believe, is a ſpecies which has hitherto eſcaped the reſearches of our Ichthyologiſts. The length of the ſpecimen is nineteen inches: the head is broad, and angular in ſhape; but the body rounded, and nearly equal in its dimenſions for above half the length, when it ſuddenly grows very ſmall, and ſo continues to the end of the tail: the colour of the body is brown in different ſhades, and there are three rows of large pale ſpots, of an irregular ſhape, moſt of them dark within; one row paſſes down the middle, the others are on each ſide; beſides which there are others below them leſs conſpicuous. The mouth is placed nearer the end of the head than in moſt of the genus, and furniſhed in the front with nine ſharp crooked teeth, in three rows, and a great number of ſmall ones on each ſide. The eyes project conſiderably above the reſt of the head, and are placed on the upper part of it; the ſpace between is hollowed or ſunk in: at the moſt forward part of the head are two cartilaginous appendages, jagged at the end, with four others, nearly ſimilar, on each ſide between the firſt and the breathing holes: the *pectoral* fins are placed beneath theſe

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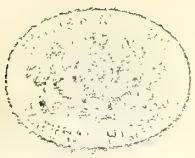
laſt; the *abdominal* about the middle of the body; and the *anal*, more than half way between the laſt and the tail; beſides which, the under part is finned from that place to the end: on the upper part of the body are two fins, both placed uncommonly far back, as in the figure.

This fiſh was met with in *Sydney Cove*, *Port Jackſon*, by *Lieutenant Watts*, and is ſuppoſed to be full as voracious as any of the genus, in proportion to its ſize; for after having lain on the deck for two hours, ſeemingly quiet, on Mr. Watts's dog paſſing by, the ſhark ſprung upon it with all the ferocity imaginable, and ſeized it by the leg; nor could the dog have diſengaged himſelf had not the people near at hand come to his aſſiſtance.

Order



GREAT BROWN KINGS FISHER.

Publish'd Nov. 12, 1789, by G. Stonkdale.

Order II. Pies.

Genus XXIII. Kingsfiſher.

GREAT BROWN KINGSFISHER.—*Lath. Syn.* ii. *p.* 603, *No.* 1.

THE length of this ſpecies is from ſixteen to eighteen inches: the bill, three inches and an half, or even more; the upper mandible is brown, and the under white, but brown at the baſe: the head is pretty full of feathers, ſufficiently ſo to form a creſt when erected; the colour whitiſh, and moſt of the feathers either tipped or croſſed with black: the neck and under parts of the body are much the ſame in colour, croſſed on the ſides with duſky lines: over the forehead the colour is duſky brown, almoſt black, paſſing backwards in an irregular ſhaped ſtreak a good way behind the eye: the back, and major part of the wing, is black or duſky, but the middle of the wing is of a gloſſy blue-green, as is alſo the lower part of the back and rump: the tail is barred with pale ruſt-colour and black, inclining to purple, and towards the end whitiſh: the legs are of a duſky yellow, the claws are black.

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Theſe birds vary much, the colours being more or leſs brilliant, and in ſome of them the tail is wholly barred with white and black, and the legs brown or blackiſh.

This ſpecies inhabits various places in the *South Seas*, being pretty common at *New Guinea*; but the ſpecimen from which our figure was taken, was ſent from *Port Jackſon* in *South Wales*, where, likewiſe, it is not unfrequently met with. We believe it has not yet been figured in any Britiſh work.

CHAP. XXII.

KANGUROO.

THIS very curious animal being naturally an object of particular curioſity, we are happy to be enabled, before this book is given to the world, to correct ſome errors which had crept into our account and repreſentation of it. In page 149 it is ſtated, that the Kanguroo has four teeth (by which were meant cutting teeth) in the upper jaw, oppoſed to two in the under. The truth is, that there are ſix oppoſed to two, as may be perceived in the engraved repreſentation of the ſkeleton of a Kanguroo's head, inſerted at page 168. The ſame arrangement of teeth takes place in the Opoſſum, deſcribed in that page, which is there, ſtill more erroneouſly, ſaid to have only two cutting teeth oppoſed to two. This latter miſtake aroſe from the difficulty of examining the mouth of the living animal. It is ſince dead, and the teeth are found to be diſpoſed as now ſtated, and as repreſented in the ſcull of the Vulpine Opoſſum, in the ſame plate with that of the Kanguroo.

But the moſt important error is in the poſition of the Kanguroo, as repreſented in our plate at page 106. The true ſtanding poſture of the Kanguroo is exactly the ſame as that of the Kanguroo Rat, delineated at page

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277; namely, with the rump ſeveral inches from the ground, (in large ſpecimens, not leſs than eight) and reſting entirely on the long laſt joint of the hinder legs, the whole under ſide of which is bare and callous like a hoof. This miſtake was occaſioned merely by the adherence of the engraver to the drawing from which he worked; which, among others, came from Mr. White, the ſurgeon at Port Jackſon: too implicit reliance being placed on an authority which, in this reſpect, turned out deluſive.

With reſpect to the repreſentations of the Kanguroo which have hitherto been publiſhed, it may be obſerved, that nothing is wanting to that in Captain Cook's firſt voyage, except the character of the toes of the hinder legs, and in particular the diſtinguiſhing of a minute, but very characteriſtic circumſtance, in the inner claw of each, which is divided down the middle into two, as if ſplit by ſome ſharp inſtrument. The ſame remark is applicable to the plate in Mr. Pennant's Hiſtory of Quadrupeds, which appears to have been copied from the other. Mr. Pennant was the firſt author who gave a ſcientific deſcription of the Kanguroo, in his Hiſtory of Quadrupeds, p. 306. No. 184. and of the New Holland Opoſſum, p. 310. No. 188.

Zimmerman, in his *Zoologia Geographica*, p. 527, confounds the Kanguroo with the great Jerboa of

Africa, defcribed by Allamand, in his additions to Buffon; and by Mr. Pennant, Hiftory of Quadrupeds, p. 432. No. 293. CHAP. XXII.

Our own plate of the Kanguroo very accurately expreffes the form and character of that animal, and is deficient only in the pofition, which unfortunately was not remarked till the plate was worked off, and the book almoft ready for delivery.

CHAP. XXII.

ANECDOTE OF CAPTAIN COOK AND O'TOO.

AS nothing can be devoid of intereſt which relates to a man ſo juſtly admired as Captain Cook, the reader will probably be pleaſed to find here, though out of its proper place, an anecdote communicated by Mr. Webber. It exhibits in a pleaſing point of view the friendſhip which ſubſiſted between that great navigator and the Otaheitean chief O'too, a circumſtance highly to the honour of both; ſince it diſplays in them the power of diſcerning real merit, though obſcured by diverſity of manners, and that of being able to impreſs a ſteady attachment, where nothing more was to be expected than tranſient regard. Under every ſpecies of diſparity, goodneſs of heart ſupplies both a medium of attraction, and an indiſſoluble bond of union.

Every reader muſt have ſeen with pleaſure the charming proof of O'too's tender and inviolable friendſhip for Captain Cook, which appears in page 233 of this work; where he is deſcribed as attended by a man carrying the portrait

portrait of that illuſtrious Engliſhman, without which he never moves from one place to another. That portrait, as Mr. Webber aſſures us, was obtained in the following manner. CHAP. XXII.

O'too, by the Captain's particular deſire, ſat to Mr. Webber, in order to furniſh ſuch a memorial of his features, as might ſerve for the ſubject of a complete whole length picture, on the return of the ſhip to England. When the portrait was finiſhed, and O'too was informed that no more ſittings would be neceſſary, he anxiouſly enquired of Captain Cook, and Captain Clerke, what might be the particular meaning and purpoſe of this painting. He was informed, that it would be kept by Captain Cook, as a perpetual memorial of his perſon, his friendſhip, and the many favours received from him. He ſeemed pleaſed with the idea, and inſtantly replied, that, for the very ſame reaſons, a picture of Captain Cook would be highly acceptable to him. This anſwer, ſo unexpected, and expreſſed with ſtrong tokens of real attachment, made both Captain Clerke and Mr. Webber his advocates; and Captain Cook, charmed with the natural ſincerity of his manner, complied with his requeſt much more readily than on any other occaſion he would have granted ſuch a favour.

CHAP. XXII.

When the portrait was finiſhed it was framed, and with a box, lock, and key, by which it was ſecured, was delivered to O'too; who received it with inexpreſſible ſatisfaction. He readily, and, as the event has proved, moſt faithfully promiſed that he would preſerve it always with the utmoſt care; and would ſhow it to the commanders of ſuch ſhips as might in future touch at the Society Iſlands. Who can fail to love a character like that of O'too, in which unalterable ſteadineſs of affection is as conſpicuous, as honeſt and natural ardour? Long may he enjoy his authority and his health; and preſerve the honourable memorial of his friend, without being afflicted by the knowledge of that melancholy cataſtrophe which terminated the career of his glory!

With reſpect to the yellow gum, or reſin, mentioned in page 60, we are informed by Dr. Blane, phyſician to St. Thomas's Hoſpital, that he has found it remarkably efficacious in the cure of old fluxes; and this not only in a few inſtances, but in many obſtinate caſes. Of the plants in general which have been brought from Botany Bay, and the adjacent country, no notice has been taken in this work, as it would have led to ſuch a detail as muſt too conſiderably have extended its limits. Many of them are now to be ſeen in the higheſt perfection at the nurſery gardens of that eminent and learned botaniſt,

Mr.

Mr. Lee, of Hammerſmith: who ſtill retains enough of zeal for his favourite ſcience, to regret that the diſcovery of thoſe countries was not made at a period of his life, when he could have gone perſonally to reap the glorious harveſt they afford.

The following account of the weather in Botany Bay and Port Jackſon, communicated by Lieutenant Watts, may perhaps be found important.

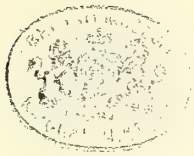
During the ſeven days we were in Botany Bay the weather was generally fine, and very warm. The thermometer on a mean ſtood at 78°. it never exceeded 80°. and one day, which was thick and rainy, the wind blowing ſtrongly from the ſouth, it fell to 63°. In Port Jackſon the weather was at firſt much the ſame, but afterwards, the days became very hot, and the nights conſtantly brought on tremendous thunder, lightning, and rain. The thermometer, at eleven o'clock in the forenoon, was generally about 80°. but when the ſea breezes ſet in it uſually fell two or three degrees. One very ſultry day was felt ſoon after the arrival of the fleet. The thermometer, on board, ſtood at 88°. and on ſhore, though in the ſhade, at 92°. On the 15th of March was a terrible ſquall of wind, accompanied by thunder, lightning, and rain. The thermometer then fell

CHAP. XXII.

fell from 80° to 50°. and in other ſqualls it frequently fell 15 or 20 degrees.

Such are the principal notices hitherto received from the new ſettlement on the ſouthern continent, which, if from unavoidable circumſtances, they are a little deficient in point of order, will, it is hoped, make ample amends by their novelty, importance, and authenticity.

APPENDIX.



BLACK FLYING OPOSSUM

CHAP. XXII.

Genus XVII. Didelphis. *Lin. Syſt. Nat.*

Genus XXII. Opoſſum. *Penn. Hiſt. Quad.*

Black flying Opossum.

The following is, according to every appearance, a new animal of this genus. The length from the tip of the noſe, which is pointed in ſhape, to the root of the tail, is twenty inches; of the tail itſelf twenty-two inches, at the baſe quite light, increaſing gradually to black at the end: the width acroſs the loins ſixteen inches: the ears are large and erect: the coat or fur is of a much richer texture or more delicate than the ſea-otter of Cook's River: on the upper parts of the body, at firſt ſight, appearing of a gloſſy black, but on a nicer inſpection, is really what the French call *petit gris*, or minever, being mixed with grey; the under parts are white, and on each hip may be obſerved a tan-coloured ſpot, nearly as big as a ſhilling; at this part the fur is thinneſt, but at the root of the tail it is ſo rich and cloſe that the hide cannot be felt through it. The fur is alſo continued to the claws: the membrane, which is expanded on each ſide of the body, is ſituated much as in the grey ſpecies, though broader in proportion. The jaws are furniſhed with teeth, placed as in ſome others of this genus: in the

CHAP. XXII.

upper jaw forwards are four ſmall cutting teeth, then two canine ones, and backwards five grinders: the under jaw has two long large cutting teeth, like the Vulpine Opoſſum, [See ſkeleton on the plate at page 168.] five grinders, with no intermediate canine ones, the ſpace being quite vacant. The fore legs have five toes on each foot, with a claw on each; the hinder ones four toes, with claws, (the three outſide ones without any ſeparation) and a thumb without a claw, enabling the animal to uſe the foot as a hand, as many of the opoſſum tribe are obſerved to do. See the ſkeleton of the foot in the annexed plate.

This beautiful quadruped inhabits *New South Wales*. The ſpecimen from which the above account has been taken, is a male, and the property of *Henry Conſtantine Nowell*, Eſq. of *Shiplake*, in *Oxfordſhire*. The fur of it is ſo beautiful, and of ſo rare a texture, that ſhould it hereafter be found in plenty, it might probably be thought a very valuable article of commerce.

APPENDIX.

APPENDIX.

TABLE of the ROUTE of the ALEXANDER, the Variation of the Compaſs, and Meteorological Obſervations during the Voyage.

N. B. In theſe Tables, the Situation of the Ship at Noon is ſet down, and the Variation as obſerved ſome Time the ſame Day.

TABLE I.

From the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Nov. 13, Noon.	34 15	17 19		South. Freſh breezes and clear. At 8 P. M. the Table land S. S. E. the Cape of Good Hope S. ½ W.
14	35 09	16 12		S. b. E. Freſh breezes and cloudy.
15	35 29	15 9		S. b. W. Ditto, ditto, all the fleet in company.
16	35 40	14 40		Variable, moderate, and cloudy.
17	36 36	13 45		Southerly. Freſh breezes and hazy. Went on board the Sirius and received orders from Commodore Phillip to be ready when neceſſary to embark on board the Alexander, to take under charge the Friendſhip and Scarborough. A current to the Southward.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Nov. 18, Noon.	37 8	12 40		Variable. Light breezes and cloudy, with ſqualls.
19	37 39	12 27		South-eaſt. Light breezes and clear. Went on board the Alexander tranſport.
20	37 36	12 27		South to N. E. Light airs and clear pleaſant weather, a ſwell from the northward.
21	38 33	15 19		N. b. E. Freſh breezes and fine weather, the fleet in ſight.
22	38 54	18 47		N. W. Freſh gales and cloudy. The fleet in company.
23	39 1	22 9		N. N. W. Ditto, ditto, with ſqualls.
24	38 58	24 39		Variable. Freſh gales and ſqually, with rain.
25	38 47	26 32		S. S. W. to W. S. W. Moderate breezes and ditto. Went on board the Commodore, and received final inſtructions to part from the fleet and make all the expedition poſſible to Botany Bay, taking under command the Friendſhip and Scarborough tranſports.
26	38 7	29 51		Variable. Freſh gales and clear weather.
27	38 10	31 6		Ditto. Moderate breezes and pleaſant. The fleet out of ſight. Saw a great number of whales.
28	39 17	32 1		Eaſterly. Freſh gales and cloudy.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Nov. 29, Noon.	39 37	34 10		Variable. Light winds and ſqually. The Friendſhip and Scarborough in company.
30	39 42	35 20		Ditto. Light winds, with a ſwell from the northward.
Dec. 1	39 50	38 28		Variable. Freſh gales and ſqually, with rain.
2	39 58	40 14		Ditto. Light airs and clear.
3	40 29	44 3		N. N. E. Pleaſant gales and fair weather.
4	40 40	48 11		N. to S. W. Strong gales and hazy, with frequent ſqualls. A heavy ſea from the northward.
5	40 32	50 7		S. W. Freſh gales and fair. A ſwell from the N. W. In company as before.
6	41 10	51 4		E. N. E. Light breezes and clear.
7	41 15	52 50		Variable. Ditto, with heavy rain.
8	41 5	54 39		W. N. W. Moderate and pleaſant.
9	41 17	58 8		Variable. Ditto, with rain.
10	41 35	61 26		W. b. S. Freſh gales and hazy. The Friendſhip and Scarborough in company.
11	41 20	64 9		N. W. b. W. Light breezes, and cloudy. A prodigious heavy ſwell from the S. W.
12	41 18	66 43		N. N. E. Light winds, and cloudy.
13	41 42	70 39		Variable. Freſh gales and cloudy, with a following ſea. Saw a great number of whales.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Dec. 14, Noon.	41 39	73 24		W. S. W. Briſk gales, and clear weather.
15	41 37	75 45		Variable. Ditto, ditto.
16	42 5	79 43		N. N. E. Ditto, and hazy.
17	42 5	82 44		Northerly. Ditto, with rain. In company as before.
18	41 57	85 3		Variable. Freſh gales, and cloudy.
19	41 58	88 45		S. W. b. S. Freſh gales, and ſqually.
20	41 59	91 53		S. W. Freſh breezes and cloudy, with frequent ſqualls.
21	42 3	95 3		Weſterly. Freſh gales, and ſqually.
22	42 21	98 14		W. N. W. Ditto, and cloudy, with rain.
23	42 27	102 4		W. N. W. Cloſe weather, with ſqualls, and a high following ſea. Paſſed by a hogſhead ſtave. A great number of birds in ſight.
24	42 45	105 37		W. N. W. Steady breezes, and fair. Saw ſeveral porpoiſes of a very ſingular ſpecies.
25	42 58	108 41		W. b. W. Moderate breeze, and cloudy. A heavy ſea from the weſtward. In company as before.
26	43 10	112 33		N. N. E. Strong gales, and hazy, with rain.
27	43 26	115 12		Variable. Light breezes, and ditto, ditto.
28	43 54	118 39		W. N. W. Freſh gales, and hazy, with ſmall rain.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Dec. 29. Noon.	43 57	122 38		N. W. Strong gales, and cloudy, with a heavy following ſea. Great numbers of Alegrandoes and other birds in ſight.
30	43 50	125 32		N. N. W. to W. Strong gales, and thick weather, with frequent ſqualls.
31	43 55	129 31		Weſt. Light winds and clear. Spoke the Scarborough and Friendſhip. A great number of birds in ſight.
1788.				
Jan. 1	43 59	133 25		N. Freſh gales and clear weather.
2	44 4	136 29		N. to W. Freſh gales and hazy.
3	43 50	138 43		W. b. N. Freſh breezes and cloudy, inclining to ſqualls.
4	44 18	144 32		N. N. W. Freſh gales and hazy. In company as before.
5	44 44	146 0		N. W. b. N. Briſk gales, and hazy. At half paſt eleven, A. M. ſaw the land, bearing N. b. W. five or ſix leagues. A bluff point 3 leagues to the N. W. of the S. W. cape of Van Diemen's land, bearing E. 3 or 4 leagues.
6	43 59	147 35		W. Strong ſqualls and thick rainy weather. Brought too to the S. W. Filled and ſtood to the ſouthward. At 8 P. M. ſtood to the S. E. b. S. under cloſe reefed topſails for the night. At half paſt 3, A. M. made ſail, and hauled in for the land, at 10 made the land, bearing N. ½ E. 9 or 10 leagues diſtant.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Jan. 7, Noon.	43 41	149 22	9 24	Variable. Freſh breezes, and pleaſant weather. At 6 P. M. Taſman's Head N. W. b. W. 12 or 14 leagues. Fluted Head N. W. ½ W. 11 or 12 leagues.
8	43 6	149 11		Variable. Moderate breezes, and miſty weather, with ſmall rain. Great numbers of fin fiſh in ſight.
9	43 10	149 44		N. Moderate and hazy. At half paſt 5 P. M. made the land, which I took for the northernmoſt of Maria's Iſles, and the ſouthernmoſt of Schoutin's. Sounded, no ground.
10	42 4	150 10		Variable. Strong gales, and cloudy.
11	41 1	150 57		Ditto. Strong gales, and ſqually. A very heavy ſea running.
12	39 16	151 4		W. N. W. Ditto, ditto. In company as before.
13	38 17	151 44	11 2	Variable. Moderate breezes, and clear.
14	36 36	150 36	12 30	Ditto. Freſh breezes, and clear.
15	36 16	151 55		N. b. W. Ditto, and fine pleaſant weather. At 10 P. M. ſhortened ſail and ſtood under an eaſy ſail during the night. Sounded 90 fathom, no ground. At 4 A. M. made ſail. At 9 made the land. At noon, Mount Dromedary bore W. 5 or 6 miles, and the northernmoſt land, which reſembled an iſland, N. b. W. ½ W. 5 or 6 leagues.

TABLE I. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	′	
Jan. 16, Noon	36 19	149 50		Variable. Light breezes, and clear. Sounded in 25 fathoms, ſmall pebbles.
17	36 27	150 34		Variable. A gentle breeze, and hot ſultry weather, with frequent ſqualls, and thunder, lightning, and rain. A current ſetting to the ſouthward. The Friendſhip and Scarborough in company.
18	35 32	150 34		S. b. E. Light breezes, and cloudy. Found a current ſetting 30 miles theſe 24 hours to the ſouthward.
19	34 00	150 47		S. S. W. to S. E. Pleaſant gales and fair weather. At 6 P. M. made the land about Long Noſe, bearing W. N. W. 5 or 6 leagues, hauled up N. b. E. for the night. At day light made ſail. At 5, cloſe to the white cliffs to the ſouthward of Botany Bay. At half paſt ten, brought up in the Bay, in 7 fathom water, the N. point S. E. b. E. and the S. point S. S. E. diſtant 2 or 3 miles.

N. B. Latitude obſerved while laying in Port Jackſon, 33° 52′ ſouth; longitude, 151° 16′ eaſt; mean of the thermometer 75°.

TABLE II.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Nov. 28, Noon.	39 38	31 40	28 40	Variable. Freſh gales, and cloudy. The fleet out of ſight.
29	39 44	34 39		Variable. Freſh gales, and cloudy, with ſqualls and rain. A very croſs, irregular ſea. Went through a ſpot of yellow coloured water.
30	39 43	36 02		Variable. Light breezes, and fine weather.
Dec. 1	39 48	39 12	29 43	Ditto. Freſh gales and cloudy. Large flocks of blue petrels and gulls about.
2	39 49	42 13	30 20	Variable. Moderate and pleaſant.
3	40 19	45 20		N. W. Freſh gales, and fine weather. Paſſed ſome rock weed.
4	40 51	50 4		Variable. Strong gales, and cloudy.
5	40 23	52 33		Ditto. Freſh breezes, and cloudy, with rain. Waſhed between decks with vinegar, and ſmoaked with brimſtone.
6	40 54	53 43		Variable. Light breezs, and foggy, with rain.
7	41 13	56 41		Ditto. Freſh breeze, and cloudy.
8	41 01	60 15		Ditto. Freſh gales, and ditto.
9	41 01	63 02	29 00	Ditto. Ditto, ditto.
10	41 32	65 49		Ditto. Ditto, and hazy.
11	41 38	69 17		Ditto. Ditto, and cloudy weather.
12	41 33	71 26		Ditto. Ditto, light airs, and cloudy.
13	41 52	74 54		N. E. Freſh breezes, and hazy.
14	41 41	78 34		Variable. Freſh gales and cloudy, with thick ſmall rain. Paſſed through a large quantity of red ſpawn.

TABLE II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation West.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Dec. 15, Noon.	41 29	80 47	25 15	S. S. W. Moderate and clear.
16	41 41	83 28	23 14	Variable. Ditto, and cloudy. A number of ſeals about.
17	41 41	87 19		Variable. Freſh breezes and cloudy. Saw ſome rock-weed.
18	41 44	91 04		Ditto. Freſh gales and cloudy.
19	41 38	94 29		S. W. Ditto, with ſqualls and rain. A number of Port Egmont hens about. Paſſed a large patch of rock-weed.
20	41 38	98 04		Weſterly. Strong gales and ſqually.
21	41 40	101 53		Variable. Ditto, ditto.
22	41 51	105 21		Ditto. Freſh gales and cloudy.
23	42 13	109 13		Weſterly. Ditto, and hazy, with ſmall rain.
24	42 14	113 22		Variable. Ditto, and cloudy. Paſſed a piece of rock-weed.
25	42 11	116 56		Variable. Freſh gales and cloudy.
26	42 11	120 08		Northerly. Moderate and cloudy. Saw numbers of albetroſſes and white-noſed porpoiſes. Paſſed ſome rock-weed.
27	42 11	124 00		Variable. Moderate and cloudy. Saw a large whale.
28	42 45	127 50	10 00	Weſterly. Moderate and hazy, with ſmall rain. Great numbers of ſmall black petrels about the ſhip.

TABLE II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation West.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Dec. 29. Noon.	43 02	131 41	8 03	Weſt. Freſh breezes and cloudy. Paſſed ſome rock-weed. Saw ſome boobies, and large flocks of other birds going to the S. W.
30	43 02	135 53		W. N. W. Moderate and cloudy. Saw a few Port Egmont hens and ſome rock-weed.
31	43 47	139 13		Variable. Freſh breezes and hazy, with ſmall rain. Great numbers of porpoiſes about the ſhip.
1788. Jan. 1	43 49	141 53	2 05 East.	North. Freſh breezes and hazy. Sounded with 120 fathoms, no ground.
2	44 06	144 48	3 24	Variable. Freſh breezes and cloudy. Strong lightning to the N. N. W.
3	43 39	146 53		Ditto. Strong gales and clear. At half paſt ten, A. M. ſaw the land bearing N. E. At noon, the S. W. Cape bore E. ½ N. the Northernmoſt land N. b. E.
4	43 33		6 54	Variable. Freſh breezes and clear. At fix, P. M. the Mewſtone bore N. b. W. ½ W. 5 miles; South Cape N. E. ½ E. At eight, A. M. the land ſuppoſed to be the South Cape bore W. ½ S. and the Northernmoſt land N. W. ½ N. Great numbers of bottle-noſe porpoiſes about the ſhip.

TABLE II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Jan. 5, Noon.	43 28	149 16	5 05	Variable. Moderate and clear. Sounded, no ground with 120 fathoms.
6	41 39	150 24		Variable. Freſh breezes and cloudy, with ſqualls.
7	40 44	149 40	10 00	Ditto. Moderate and clear.
8	40 04	149 10	10 40	Ditto. Freſh breeze and ditto. Sounded 120 fathoms, no ground.
9	40 04	150 20		Ditto, ditto, ditto.
10	39 17	151 17		Ditto. Freſh gales and hazy.
11	37 14	151 23		Ditto. Freſh breezes and clear. Paſſed a ſmall turtle.
12	35 40	150 52		Variable. Light airs and clear. Saw a large ſhoal of porpoiſes.
13	34 48			Ditto. Moderate and cloudy. Sounded with 120 fathoms, no ground. At ten, A. M. ſaw the land a-head. At noon, Hall Hill bore W. a little Northernly, ſix leagues; the extremes of the land from N. N. W. to S. W.
14	35 13			Variable. Light breeze and clear. At five, P. M. ſounded in 48 fathoms, coarſe brown ſand and broken ſhells, diſtance from the neareſt ſhore about five miles. At noon, the Southernmoſt land bore W. the Northernmoſt (which was Cape Long-noſe) N. N. W.
15	35 53	151 37		Variable. Moderate and hazy. At four, P. M. Cape Long-noſe N. by W. and Cape George W. N. W.

TABLE II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Jan. 16, Noon.	36 18	151 55		Variable. Freſh gales and hazy, with a croſs heavy ſea.
17	35 39	152 28		Ditto, ditto, and cloudy, with heavy ſqualls.
18	34 12			Ditto, ditto, ditto. At noon, the white cliffs N. W. by N. about 3 miles, and Cape Banks N. N. E. 2½ miles diſtant from ſhore.
19				Freſh gales and clear. At two, P. M. anchored in Botany Bay, in 8½ fathom, the Eaſternmoſt point S. E. ½ E. the Southernmoſt point S. S. E. and the middle of the firſt ſandy bay E. by N.

TABLE III.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Norfolk Iſland.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Feb. 14, Noon.	33 40			W. S. W. Freſh gales, with rain. At ſix, P. M. made ſail down the harbour. At noon, Port Jackſon W. S. W. diſtant 26 miles.
15	32 22	154 11		Southerly. Hard gales and ſqually, with rain.
16	31 38	156 51		S. S. E. Freſh gales and cloudy. Saw ſome flying-fiſh.
17	32 00	158 04		Eaſterly. Moderate and cloudy. At a quarter paſt five, P. M. ſaw two iſlands, bearing E. S. E. 18 or 19 miles diſtant. At noon, the South end of the largeſt iſland bore S. 68° E. the North end of the ſmall one S. 70° E. diſtant 15 miles; the largeſt was named Lord Howe's Iſland; and the ſmall one Lidgbird Iſland.
18	31 40	159 14	9 33	Variable. Moderate and clear. At ſeven, P. M. the body of Lord Howe's Iſland E. ½ S. 12 or 13 miles. Sounded, no ground with 120 fathoms. Found the land ſeen on the 17th to be only one iſland. At noon, it bore N. 22° W. four or five miles diſtant.

TABLE III. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Norfolk Iſland.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Feb. 19, Noon.	32 10	160 20		Variable. Moderate breezes and clear. Great numbers of black and blue petrels, and many ganets about the ſhip. At ſeven, P. M. Lord Howe's Iſland bore N. 72° W.
20	31 26	160 26	9 54	Variable. Moderate and cloudy.
21	30 40	160 38		Ditto. Ditto, and clear.
22	30 02	161 25	10 04	Ditto. Light breezes and clear.
23	29 18	163 13		Ditto. Moderate and cloudy. Saw ſeveral tropic birds.
24	28 41	164 39		Ditto. Moderate and clear. Saw a number of flying-fiſh.
25	28 49	164 49		Variable. Freſh gales and cloudy, with frequent ſqualls.
26	29 23	164 40		Ditto. Ditto, and ſqually, with rain.
27	28 34	166 10		Ditto. Ditto. Ditto. A very high irregular ſea. Saw numbers of tropic birds.
28	28 58	167 17		Variable. Strong gales and heavy ſqualls, with rain. Great numbers of birds about the ſhip.
29	29 08	167 58		Weſterly. Freſh gales and ſqually, with rain. Sounded 100 fathoms, no ground. At half paſt ten ſaw the land. At noon ſaw Norfolk Iſland, bearing N. E. by E. ½ E. 14 miles diſtant.

TABLE III. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Norfolk Iſland.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	′	
Mar. 1, Noon.	28 58			Variable. Freſh breezes and cloudy. Half paſt one, P. M. a-breaſt of the N. E. end of the Iſland, running along ſhore in ſearch of a landing place. Sounded from 32 to 40 fathoms, white ſand and coral. At ſeven, P. M. the N. E. end of Norfolk Iſland bore W. b. N. ½ N. and the S. W. part of the largeſt iſle S. W. by S.
2				Variable. Moderate and cloudy. Sent the boat in ſearch of a landing place.
3				Variable. Freſh breezes and cloudy. Half paſt three, P. M. anchored off the N. E. end of Norfolk Iſland in 19 fathoms, coarſe ſand and coral.
				From this to the 9th, at anchor off Norfolk Iſland.

TABLE IV.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Norfolk Iſland to Port Jackſon.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Mar. 9, Noon.	29 31	165 35		W. S. W. Freſh gales and cloudy. At ſeven, P. M. the middle of Phillip's Iſland bore E. the N. point of Norfolk Iſland N. E. by N. and the body of it N. E. by E. four or five leagues diſtant.
10	30 47	162 42		S. W. Freſh gales and cloudy.
11	31 18	160 18		W. b. S. Ditto, ditto. A current ſetting to the Northward.
12	31 31			Variable. Moderate and cloudy. At half paſt three, P. M. ſaw Lord Howe's Iſland bearing S. W. b. W. At ſeven, the body of the iſland W. b. S. four or ſix leagues. Sounded in 70 to 120 fathoms, no ground. At noon, the North point of Lord Howe's Iſle bore N. diſtant 2 miles.
13				Variable. Moderate and cloudy. At two, P. M. anchored in 13 fathoms off Lord Howe's Iſland. Sent a boat to examine the iſle, and found abundance of turtle.
14	32 34	156 45		N. E. Moderate and clear. At ſix, P. M. Ball's Pyramid bore E. ¾ N. and Mount Gower N. E. b. E. diſtance eight leagues.
15	32 42	155 42		Variable. Freſh gales and cloudy.

TABLE IV. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Norfolk Iſland to Port Jackſon.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Mar. 16, Noon.	32 04	154 19		Variable. Ditto. Ditto, and ſqually with rain. Found a current ſetting to the Southward, at the rate of thirty miles in twenty-four hours.
17	32 44	154 46		Ditto. Freſh gales, and cloudy, with frequent ſqualls. Sounded with 100 fathoms, no ground.
18	33 41	153 42		Ditto. Strong gales and ſqually, with rain. At 4 P. M. ſaw the land in 3 hills, ſuppoſed to be the Brothers, bearing W. N. W. 12 leagues.
19	33 48			Ditto. Moderate and clear. At day-light ſaw the land, bearing from N. N. W. to W. S. W. Sounded in 76 fathoms, hard ſand. At noon Port Jackſon W. b. S. diſtant 5 leagues.
20				Ditto. Freſh breezes and clear. At 3 P. M. anchored in Port Jackſon in 8 fathoms, in the mouth of Sydney Cove.

N. B. The Supply made a ſecond trip to Lord Howe's Iſland, and her courſe being different to the former, the route will be given in the following table.

TABLE V.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Lord Howe's Iſland, and from thence to Port Jackſon.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 7 Noon.	34 17	151 59		Variable. Freſh breeze, and dark cloudy weather. At 4 P. M. the N. Cape of Port Jackſon bore W. N. W. 7 leagues.
8	35 38	151 45		Ditto. Light airs and heavy rain.
9	33 37	152 07		Ditto. Light breezes, and cloudy.
10	32 47	153 19		Ditto. Ditto. Ditto. Saw a Port Egmont hen.
11	32 36	154 46		Ditto. Freſh breezes, and ſqually, with rain. Saw a ſail in the N. E. quarter, which proved to be the Charlotte.
12	31 44	155 39		Ditto. Strong gales, and ſqually, with rain.
13	31 38	156 48		Southerly. Moderate and cloudy. At 11 A. M. ſaw Lord Howe's Iſland, E. b. N. ½ N. diſtant 18 or 20 leagues.
14			10 00	Variable. Moderate and cloudy. At 10 A. M. anchored a-breaſt of Mount Lidgbird, in 15 fathoms. Point King, S. S. E. ¾ E. Point Phillip, N. W. ¾ N. and the body of the Iſland, N. b. E. ½ E. Hoiſted the jolly-boat out, and ſent her on ſhore.

TABLE V. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Lord Howe's Iſland, and from thence to Port Jackſon.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 15, Noon.	31 33			W. S. W. Light airs and cloudy. At 4 P. M. a ſtrong ſquall, with rain, the ſhip inſtantly drove, cut the cable and made ſail. At 5 hoiſted in the boat. Saw a ſtrange ſail, which proved to be the Lady Penrhyn.
16				W. S. W. Freſh gales, and ſqually. Standing off and on. At 4 P. M. ſaw a ſtrange ſail, which proved to be the Charlotte.
17, 18				Variable. Light airs. A ſtrong ſwell from the weſtward. Employed ſtanding off and on.
19	31 19	158 58		Variable. Freſh gales, and cloudy. A heavy ſea from the S. W. At 6 P. M. Mount Gower bore S. E. b. E. four leagues. At noon, Mount Gower E. ½ S. 20 leagues diſtant.
20	31 19	157 08		Variable. Freſh breezes, and cloudy.
21	30 54	155 39		Ditto. Freſh gales, and ſqually, with rain.
22	32 07	154 43		Ditto. Ditto. Ditto, ditto.
23	32 52	153 27	10 43	S. S. W. Freſh gales, and cloudy.

TABLE V. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackſon to Lord Howe's Iſland, and from thence to Port Jackſon.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 24, Noon.	34 04		10 19	S. W. b. S. Light airs and clear. At 7. A. M. ſaw the land from N. W. to S. W. diſtant 14 leagues. At noon, Botany Bay bore W. 12 leagues.
25				Variable. Light airs, and clear. Working up along ſhore. At 4 P. M. anchored in Sydney Cove, Port Jackſon.

TABLE VI.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
July 14, Noon.				Weſterly. Light airs, and cloudy. At 8 A. M. weighed, and made ſail. At 11 joined company with three Tranſports.
15	33 27	152 22	8 06	Southerly. Moderate and cloudy, with rain. At 2 P. M. the entrance of Port Jackſon W. S. W. 8 leagues. A ſtrong current to the ſouthward.
16	32 36			S. E. b. E. Freſh gales, and cloudy, with rain. At 6 P. M. the land bore from W. to N. W. 5 or 6 leagues diſtant.
17	32 29	153 19		S. E. Strong gales, and ſqually. A current ſetting to the ſouthward.
18	32 17	154 38		S. Freſh gales, and ſqually, with a heavy ſea.
19	31 44	156 53		S. E. Ditto, and pleaſant weather.
20	29 27	158 48		W. b. N. Strong gales, and clear. Near noon diſcovered a ſhoal about three leagues in length, ſuppoſed to be in 29° 20′ S. latitude, and 158° 48′ E. longitude.
21	28 12	159 52	11 49	Weſterly. Pleaſant and fair. Spoke the Friendſhip, and gave them a rendezvous in caſe of ſeparation.
22	27 31	160 11		N. W. Light breezes, and clear, half paſt 5 P. M. ſaw land, bearing from S. W. b. W. to Weſt b. S. 8 leagues diſtant.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
July 23, Noon.	26 51	161 12		Variable. Light airs inclining to calm.
24	24 52	163 12		Ditto. Strong breezes, and ſqually.
25	23 16	161 26	9 55	S. W. Moderate and clear.
26	22 03	159 32		Southerly. Ditto. Ditto.
27	20 27	158 57		S. S. E. Light breezes and cloudy. The Friendſhip in company.
28	18 11	160 28		Ditto. Freſh breezes and cloudy.
29	15 40	160 32		S. E. Ditto, and clear.
30	13 19	160 44		E. S. E. Strong gales, and hazy.
31	10 52	161 14		Eaſterly. Ditto, and ſqually, with rain. At noon, ſaw land, bearing from N. half W. to E. N E. 5 or 6 leagues.
Aug. 1	9 58	160 11		S. E. Briſk gales, with ſqualls. At 4 P. M. the ſouthernmoſt point of land, N. E. 8 or 9 leagues. At 8 A. M. diſtant from ſhore 6 or 7 leagues.
2	9 40	158 42		E. S. E. Freſh gales and ſqually, with rain. Running along ſhore, 6 leagues diſtant. At 3 P. M. ſounded, no ground with 120 fathoms.
3	8 55	158 14	10 40	Eaſterly. Ditto, and hazy with rain. A. M. the land bore from N. E. b. E. to W. b. S.
4	8 54	157 44		Ditto. Moderate and hazy. A. M. the extremes of the land in ſight to the weſtward, N. N. W. 7 leagues diſtant.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 5, Noon.	8 44	157 34		S. E. Moderate and clear. At 5 A. M. diſcovered land from E. N. E. to W. b. N. ½ N. forming a very deep bay.
6	8 18	156 55		Eaſterly. Light breezes, and cloudy. Some canoes with Indians came alongſide.
7	7 24	156 37		S. E. Ditto, and clear. At 6 P. M. the body of the land N. E. off ſhore 5 or 6 leagues.
8	6 22	156 26		E. b. N. Ditto. Ditto. The appearance of a ſtreight or paſſage, N. b. E. 5 or 6 leagues. Sounded from 10 to 30 fathoms, ſoft ſand. At noon, the middle of the paſſage, S. b. E. ½ E. 6 or 7 leagues.
9	5 14	156 14		E. N. E. Moderate and clear. At 6 P. M. the extreme point of land in ſight to the weſtward bore S. W. ½ W. 9 or 10 leagues.
10	4 23	156 19		S. E. Freſh breezes, and ſqually, with rain.
11	2 59	156 25		E. S. E. Light breezes, with rain. No land in ſight.
12	1 42	155 57		S. E. Moderate and clear.
13	00 36	155 02		Eaſterly. Freſh breezes, and ditto.
14	00 10	154 27	7 00	Ditto. Light airs, inclining to calm.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	
Aug. 15, Noon.	00 9	153 51		Variable. Squally, with heavy ſhowers of rain.
	North.			
16	00 9	153 28		S. W. Light airs, with thunder, lightning, and rain.
17	1 14	152 44	6 40	Variable. Moderate and pleaſant. Squally at times.
18	1 32	152 26		Ditto. Light airs, inclining to calm. Friendſhip in company.
19	1 43	152 09		N. N. E. Ditto, and ſqually, with rain.
20	2 11	151 42		Variable. Ditto. Ditto.
21	3 05	151 06		E. N. E. Light breezes, and clear.
22	4 11	149 44	6 09	Variable. Moderate and clear. Paſſed ſeveral logs of wood, and ſea eggs.
23	4 55	148 17		E. b. N. Moderate and cloudy.
24	6 03	146 58		S. S. W. Squally, with heavy rain. A current ſetting to the northward and weſtward.
25	6 02	146 22		Variable. Light airs, inclining to calm.
26	5 54	145 22	6 40	Ditto. Light breezes and clear.
27	5 54	142 24		N. N. E. Ditto. Ditto.
28	6 09	141 22		Eaſterly. Squally, with rain. Paſſed ſeveral logs of wood and bamboos.
29	5 56	140 25		N. E. Light breezes, and clear.
30	5 46	140 11		Calm. A current to the ſouthward.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 31, Noon.	6 00	139 47		Variable. Light airs, and hot ſultry weather.
Sept. 1.	6 10	138 59		Ditto. Light breezes and hazy.
2	5 54	138 02		Ditto, ditto, ditto, with heavy rain.
3	5 54	137 39	3 38	N. E. Light airs, inclining to calm. A great quantity of drift wood in ſight.
4	6 18	137 26		Variable. Ditto, with rain.
5	6 15	136 46		Ditto. Squally, with rain.
6	6 19	136 21		Ditto. Light airs and cloudy, with heavy rain.
7	6 01	136 05		W. N. W. Ditto, and clear weather.
8	6 08	137 44		E. S. E. Ditto, and hot ſultry weather.
9	6 18	136 41		Variable. Light airs, and hot ſultry weather.
10	6 50	135 56		S. W. Dark gloomy weather, with ſqualls. A ſtrong current ſetting to the northward.
11	6 50	135 25		Southerly. Light winds. The extreme points of the Southernmoſt of the New Carolines bore W. ½ S. and N. ½ W. diſtance off ſhore five or ſix leagues. Found a current ſetting rapidly to the Weſtward.
12	6 38	134 39		Variable. Light airs and ſqually.
13	6 36	134 18		Ditto. Gentle breezes, inclinable to ſqualls.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Sept. 14, Noon.	7 11	133 50		Ditto. Light airs. Fourteen hands laid up with the ſcurvy.
15	7 51	133 10		Ditto. Freſh breezes and clear.
16	7 50	132 43		S. W. b. W. Moderate and cloudy, with ſqualls at times.
17	7 25	132 17		S. W. Ditto, and dark cloudy weather.
18	7 45	131 27		W. S. W. Freſh breezes and heavy rain.
19	7 59	131 01		Variable. Ditto, and cloudy. The Friendſhip in company.
20	8 15	130 30		S. W. b. S. Moderate and cloudy.
21	8 03	130 22		Calm. Exceſſive hot ſultry weather.
22	7 36	129 53		Variable. Gentle breezes and cloudy.
23	7 24	129 27		Variable. Light breezes and clear.
24	6 45	129 15		Weſt. Ditto, ditto.
25	6 39	128 45		W. b. S. Freſh breezes, with ſqualls and rain.
26	7 04	127 52		S. S. W. Ditto. Strong ſqualls and heavy ſhowers of rain. A great number of horſe-flies flew on board the ſhip.
27	6 29	127 40		Southerly. Moderate and cloudy. At five, A. M. the land of Mindanao bore W. by N. 12 or 13 leagues. Found a current ſetting to the ſouthward.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Sept. 28, Noon.	6 12	127 09		Variable. Moderate and cloudy. At noon, the S. E. part of Mindanao in ſight, which I took for Cape St. Auguſtin, bore Weſt ten leagues.
29	6 14	126 43		S. W. Light breezes and hot ſultry weather. At noon, the Northernmoſt point of Diſappointment Bay bore N. W. ¾ N. diſtance off ſhore ſeven or eight leagues.
30	5 30	126 27		Variable. Briſk gales and clear. The South extreme of Mindanao W. ½ N. eleven or twelve leagues diſtant. A current ſetting to the Southward.
Oct. 1.	4 30	126 20	1 54	Southerly. Moderate and clear. At day-light made a number of ſmall iſlands, and one large one, called Karkalang, which bore S. S. W. fifteen or ſixteen leagues. Current ſetting to the Southward.
2	4 22	126 10		Variable. Light airs. A current ſetting to the Weſtward. A. M. ſounded from eight to fifteen fathoms, ſandy bottom.
3	4 06	125 54		Weſt. Light breezes. A ſtrong current ſetting W. S. W. A. M. anchored in forty fathoms, ſandy bottom. Karkalang S. twelve leagues.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Oct. 4, Noon.	4 03	125 37		Variable. Light airs. At three, P.M. brought home the anchor; weighed, and got the boat a-head to tow. A. M. Karkalang S. by E. twelve leagues.
5	4 03	125 22		Variable. Light winds and ſqually, with thunder, lightning, and rain.
6	3 55	124 36		Weſterly. Heavy cloſe weather, with frequent ſqualls.
7	3 38	124 50		S. S. W. Gentle breezes and fine weather. A current ſetting to the Southward.
8	3 28	123 36		Variable. Light breezes and cloudy, with rain.
9	3 04	122 36		S. S. E. Ditto, inclining to ſqualls.
10	2 28	121 24		Eaſterly. Light breezes and clear. Several large pieces of drift wood floating with birds on them.
11	1 35	120 46		Variable. Gentle breezes and clear. At eight, A. M. ſaw the iſland of Borneo, bearing from S. to S. S. W. fourteen or ſixteen leagues. At noon, the Taba Iſles W. N. W. four or five leagues. Strong current ſetting to the Southward.
12	00 17	120 52		Variable. Light winds, with rain. A. M. Stroomen Point N. E. by E. ſixteen or eighteen leagues; and the Southernmoſt point of the Celebes in ſight, S. E. eight or ten leagues.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Oct. 13, Noon.	00 28			S. W. by W. Light airs, with frequent ſqualls. The extremes of Borneo W. to N. W. b. N. off ſhore ſix leagues.
14	1 13	120 37		S. W. Light breezes and clear. Saw the land on both ſides the Streights.
15	1 40	120 09		Variable. Moderate and clear. Sounded no ground with 70 fathoms.
16	1 59	119 33		Weſterly. Steady breezes and fair weather.
17	2 12	119 28		Variable. Moderate and fair. At three, P. M. ſaw the land of Borneo, the Weſternmoſt point in ſight W. N. W. ten or twelve leagues.
18	2 17	117 50		South. Light airs and clear. At half paſt ten, P. M. the Friendſhip made the ſignal for being on ſhore. Sent a boat to her aſſiſtance, and anchored in eleven fathoms, ſandy bottom, encompaſſed with ſand keys and ſhoals.
19				S. W. At ten, A. M. the Friendſhip got off without any material damage.
20	2 28	117 17		South. Light breezes and clear. At two, P. M. weighed and made ſail, the coaſt of Borneo in ſight ſeven or eight leagues. Strong current ſetting to the Northward.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Oct. 21, 23, Noon.				Southerly. Moderate and clear. Plying in the Streights, and at eight, A. M. anchored off the coaſt of Borneo.
				Till the 29th at anchor, employed clearing the Friendſhip, not having hands ſufficient to navigate both veſſels. On the 28th, having cleared the Friendſhip, bored holes in her, and ſet her adrift.
29	2 46	119 00		South. Moderate and fair. At five, A. M. weighed and made ſail. At ten, A. M. a-breaſt of a point which forms the entrance into the harbour of Pamanookan.
30	3 09	119 00		Southerly. Steady breeze and fair. Pamanookan N. W. three leagues. At three, A. M. anchored, a current ſetting ſtrong to the N. E. At ſix, got under way.
31	3 20	118 50		Variable. Gentle breezes and hazy. At two, P. M. anchored. No land in ſight. A. M. weighed. At eight, the iſland of Pulo Laoot W. b. S. to S. W. b. W. ten or twelve leagues. Current ſetting to the Northward.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Nov. 1, Noon.	4 06	118 27		Variable. Light breezes and clear. At ſix, P. M. a ſmall iſland under Pulo Laoot S. W. b. W. ſix leagues. Soundings from 18 to 20 fathoms. At nine, A. M. four large boats appeared in ſight.
2	4 02	118 17		Eaſterly. Light breezes, with ſhowers of rain. The boats in chaſe of the ſhip: fired a ſhot at them, which cauſed them to go on ſhore. At ſix, A. M. the extreme point of Pulo Laoot W. S. W. ſix leagues. Current ſetting ſtrongly to the Northward.
3	4 08	118 17		S. b. E. Light airs and clear. At five, P. M. off ſhore three leagues. Soundings 20 fathom, mud.
4	4 08	118 17		Southerly. Light airs and pleaſant weather.
5	4 36	117 37		Southerly. Moderate and cloudy. The S. W. point of Pulo Laoot W. N. W. Soundings 16 to 18 fathoms. At eight, A. M. the iſles Luciciva S. W b. S. twelve or fourteen leagues, and Monucſar W. S. W. eight leagues.
6	5 35	115 22		S. E. Freſh gales and cloudy. At nine, A. M. ſaw the iſles Grand and Petit Solombo, from S. W. b. W. ½ W. to W.

TABLE VI. Continued.

Route of the Alexander Tranſport, Lieutenant John Shortland, from Port Jackſon, New South Wales, to Batavia.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Nov. 7, Noon.	5 35	113 21		Eaſterly. Ditto and clear. At nine, P. M. ſaw the iſland Lubeck W. S. W. eight leagues.
8	5 34	112 30		Ditto. Pleaſant breezes and clear. The iſles Lubeck from S. S. W. to S. W. four or five leagues.
9	5 26	111 39		E. N. E. Light breezes and hazy.
10	5 21	110 48		Ditto. Freſh ditto and clear.
11	5 19	109 36		S. S. E. Gentle breezes and cloudy. A current ſetting to the N. E.
12	5 29	108 18		Southerly. Pleaſant breezes and clear. The iſles Carimon Java S. S. E. eleven leagues.
13	5 50	107 48		N. W. Freſh breezes and ſqually, with rain. Pulo Rachit W. S. W. four leagues.
14	5 37	107 08		Variable. Light airs.
15	5 40	106 40		Ditto. Light winds, inclinable to ſqualls. Soundings 27 fathoms, ſoft clay.
16	5 30	106 00		Ditto, ditto, and hazy. Saw a ſtrange ſail ſtanding along ſhore.
17	5 52	106 13		S. W. Ditto, and hazy. Fell in with a Javaneſe veſſel. At ſix, P. M. the South Watcher S. W. by W. four leagues. Tacked, and ſtood in for Batavia. On the 18th, anchored in Batavia Roads.

TABLE VII.

Route of the Lady Penrhyn, Captain Sever, from Port Jackſon, New South Wales, to Otaheite.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 6, Noon.	33 45	152 00		Variable. Light breezes, and cloſe ſultry weather, with rain. At 5 P. M. the N. head of the harbour, W. b. S. ½ S. 6 or 7 leagues.
7	33 53	152 14		N. E. Moderate breezes, with very heavy rain.
8	34 01	152 27		Variable. Light breeze, and dark cloudy weather, with rain.
9	35 13	152 53		Ditto. Moderate and cloudy. A current ſetting to the ſouthward.
10	33 55	152 59		Eaſterly. Ditto. Ditto, with rain.
11	33 33	154 14	9 30	E. N. E. to N. W. Freſh breeze, and cloudy.
12	32 40	156 06		Variable. Ditto, and fine weather.
13	31 54	157 32	10 00	Weſterly. Ditto. Ditto.
14	31 53	158 23	11 00	Variable. Light airs, and clear. ½ paſt 6 P. M. ſaw an Iſland bearing N. E ½ N. 18 or 20 leagues.
15	31 35	159 15		Ditto. Freſh breezes, and ſqually. At noon, within ¾ of a mile of the reef; ſpoke the brigant. Supply (Lt. Ball) and learnt that the iſland is named Lord Howe's Iſland.
16, 17				Standing off and on, the boats being ſent on ſhore at Lord Howe's Iſland.
18	31 19	159 53	10 00	S. W. Moderate and cloudy.

TABLE VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackſon, New South Wales, to Otaheite.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 19, Noon.	31 23	162 11		Weſterly. Freſh breezes, and cloudy weather. At 4 P. M. Lord Howe's Iſland S. W. b. W. ½ W. 17 or 18 leagues.
20	31 28	164 58		W. S. W. Ditto, with ſhowers of rain.
21	31 23	167 36	10 21	Weſterly. Freſh breezes, and ſqually.
22	31 09	170 39		S. S. W. Freſh gales, and ditto.
23	30 47	172 29	12 00	S. S. E. Pleaſant and clear.
24	30 34	173 44		Variable. Moderate and cloudy.
25	30 17	175 16		Ditto. Ditto. Ditto, with ſhowers of rain.
26	29 49	176 28	12 08	S. E. b. S. Moderate and clear.
27	29 45	177 00	11 42	Ditto. Light breezes, and cloudy.
28	29 45	177 23		Variable. Light airs, with rain.
29	29 53	177 52		Ditto. Ditto, and cloudy. Paſſed by ſome rock weed.
30	30 04	178 42		Weſterly. Moderate and cloudy.
31	30 24	180 35		S. Freſh breeze and ditto. Caught a great number of flying fiſh.
June 1	30 11	180 59		S. W. Moderate and cloudy. At 3 P. M. ſaw two iſlands, one bearing N. E. ½ E. 7 or 8 leagues, the other E. b. S. 6 leagues. At noon, the northernmoſt iſland bore N. E. b. N. 3 miles diſtant.
2	30 22	182 01		S. W. Moderate and cloudy. At 5 P. M. Macauley's Iſland, S. W. b. W. 5 miles.

TABLE VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackſon, New South Wales, to Otaheite.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June 3, Noon.	30 40	183 25		W. S. W. Moderate breezes, and fine weather.
4	31 01	184 35		Southerly. Freſh breeze, and ſqually with rain.
5	31 22	185 06		N. N. E. Light airs and dark gloomy weather.
6	32 15	186 16	12 30	N. E. b. N. Moderate, and fine weather.
7	33 11	187 52		Northerly. Strong gales, and ſqually.
8	33 15	190 13		W. S. W. Freſh gales and fine weather. Saw a large whale.
9	33 07	193 42		Variable. Moderate and cloudy.
10	33 15	196 02		W. S. W. Freſh breeze with frequent ſqualls.
11	33 13	197 47	10 44	Southerly. Moderate and cloudy.
12	33 04	198 32		S. E. b. E. Light winds, and cloſe heavy weather.
13	33 58	197 57		S. E. b. E. Moderate and cloudy.
14	33 15	199 52		S. E. Freſh breezes, with fleet and rain. Great numbers of birds about the ſhip.
15	33 57	199 05		S. E. Moderate breezes, and dark heavy weather.
16	33 27	199 46	10 46	S. E. b. E. Ditto, and cloudy weather.
17	34 23	199 49		Eaſt. Freſh breezes, and dark gloomy weather.

TABLE VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackſon, New South Wales, to Otaheite.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June 18 } Noon. }	34 42	199 52		S. E. b. E. Freſh gales, and ſqually, with rain.
19	34 00	201 04		S. E. Strong gales, with heavy ſqualls, and rain.
20	33 10	202 12		Variable. Ditto. Ditto. A heavy head ſea.
21	32 12	203 38		S. E. b. S. Ditto, with very hard ſqualls, and heavy rain.
22	31 25	204 35		Eaſterly. Moderate breezes and cloudy.
23	31 51	205 33	8 31	N. E. Light breezes, and ditto.
24	32 12	207 28		Variable. Freſh breezes, with heavy ſqualls, attended with thunder, lightning, and rain.
25	31 57	209 19		W. S. W. Freſh breeze, and fine weather.
26	30 55	211 47		Ditto. Briſk gale, and cloudy.
27	29 44	211 59		Southerly. Freſh breeze, and ditto.
28	29 35	213 10		Variable. Ditto, and ſqually with rain.
29	29 18	213 48		N. b. W. Freſh gales, with very ſevere ſqualls and rain.
30	28 12	214 23		S. W. Light breezes, and fine weather.
July 1	27 52	213 36	7 38	Variable. Ditto. Ditto. At noon very heavy ſqualls, with rain. Saw a tropic bird.
2	26 56	213 43		W. N. W. Freſh breeze, and cloudy.

TABLE VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackſon, New South Wales, to Otaheite.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
July 3, Noon.	25 26	213 43		W. b. N. Moderate, and ditto. Paſſed ſome ſea weed.
4	24 22	213 37	6 40	W. S. W. Moderate breezes, and fine weather.
5	23 35	213 03		Variable. Ditto, and cloudy.
6	22 52	212 14		N. Freſh breeze, and ditto, with heavy rain.
7	21 57	211 48	7 44	N. E. Light winds, with heavy rain, thunder and lightning.
8	19 42	211 24		S. S. E. Freſh breezes, and fine weather.
9	18 00	211 55		Ditto. A freſh gale, and ditto. At 6 A. M. ſaw Oſnaburgh Iſland, bearing N. b. E. ½ E. 4 leagues. At 10 A. M. ſaw Otaheite bearing W. b. N.
10				At 9 A. M. anchored in Matavai Bay, Otaheite, Point Venus, N. N. E. and One Tree Hill, S. b. E. ½ E. half a mile diſtant from ſhore.

From this time to the 1ſt of Auguſt, at Otaheite and the adjacent iſlands. Mean of the thermometer, whilſt at Otaheite, 87°.

TABLE VIII.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 2, Noon.	15 44	209 05		Variable. Moderate breezes, and cloudy weather. At 6 P. M. the northernmoſt entrance of Owharre harbour bore S. E. ½ E. 5 miles diſtant.
3	14 19	207 39	6 20	E. N. E. A pleaſant breeze, and fine weather.
4	13 02	206 34		E. b. S. Moderate and clear.
5	12 03	205 29		E. Ditto. Ditto.
6	11 17	204 22		E. S. E. Ditto, and cloudy, with ſhowers of rain.
7	10 03	202 48		Ditto. Ditto. Ditto.
8	8 49	201 48		E. N. E. Freſh breezes and cloudy. At half paſt 5 A. M. ſaw a low, flat Iſland, bearing from E. to N. E. 7 miles; it was named Penrhyn's Iſland.
9	7 43	200 46		Ditto. A pleaſant breeze, and fine weather.
10	6 57	199 47		E. Moderate and pleaſant. Great numbers of petrels, man of war birds, and pintado birds about the ſhip.
11	5 50	199 05		E. S. E. Light winds, and ſqually, with lightning and rain.
12	4 25	198 02		E. N. E. Moderate and cloudy.
13	2 52	196 45		Ditto. A freſh breeze, and fine weather.
14	1 33	195 43	7 21	Ditto. Ditto. Ditto.

TABLE VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Latitude Sou.h.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 15, Noon.	00 22 North.	194 41		Ditto. Light breezes, and pleaſant. Great number of birds about.
16	0 54	193 17		E. N. E. A pleaſant breeze, and fine weather. Saw two ganets.
17	2 17	192 16		E. Moderate and pleaſant. Ganets and other birds about the ſhip.
18	3 12	191 16		Ditto. Ditto. Saw ſome curlews.
19	4 25	189 55		E. S. E. Ditto, and cloudy, with rain. No ganets in ſight.
20	5 34	188 44		E. Freſh breezes, and ditto, ditto.
21	6 19	187 52		E. N. E. Moderate and cloudy. At 6 P. M. an appearance of land preſenting itſelf, brought to for the night. At 5 A. M. no land in ſight. Made ſail.
22	7 24	186 28		E. N. E. Ditto. Ditto.
23	8 44	184 04		Ditto. Freſh breezes, with paſſing ſhowers.
24	9 30	181 48		N. E. b. E. Strong breezes, and fine weather.
25	10 18	179 35		Ditto. Freſh breezes, and cloudy, with rain.
26	11 01	177 30		E. N. E. Ditto, and cloudy, with rain.
27	11 36	174 33		Ditto. Ditto, and ſqually.
28	12 02	172 34	11 30	Ditto. A pleaſant breeze, and fine weather.
29	12 40	170 49		E. b. N. Moderate and pleaſant.

TABLE VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Latitude North.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 30, Noon.	13 16	169 00		E. b. N. Freſh breezes, and pleaſant.
31	13 37	166 49		E. b. N. A freſh breeze, and fine weather.
Sept. 1	13 58	164 47		E. N. E. Briſk gales, and ditto.
2	14 09	162 56		Ditto. Freſh breeze and pleaſant.
3	14 16	161 34		E. b. N. Moderate and ditto.
4	14 21	160 07	10 30	E. Ditto. Ditto.
5	14 29	159 05		Ditto. Moderate breezes, with rain.
6	14 34	157 12		E. N. E. Squally unſettled weather, with much rain.
7	14 43	155 54		E. S. E. Light winds, and cloudy, with rain.
8	14 44	154 26		E. b. S. Ditto, and pleaſant weather. Saw a very large flock of birds.
9	14 29	153 06		E. b. N. Moderate breezes, and cloudy, no birds ſeen.
10	14 29	151 39		Ditto. Ditto. And fine weather.
11	14 36	150 09		E. S. E. Moderate, and cloudy. During the night, very heavy rain, with lightning.
12	14 34	148 31		E. b. N. A pleaſant breeze, and fine weather.
13	14 46	147 23		E. N. E. Moderate and cloudy, with frequent ſqualls. Saw a large flock of egg birds.
14	14 51	146 55		S. E. to N. E. Light winds, and cloſe ſultry weather.

TABLE VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Latitude North.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Sept. 15, Noon.	14 59	146 34		Variable. Light winds, and close sultry weather.
16	15 04			Ditto At P. M. saw the island of Saypan, W. ½ N. 12 leagues. At noon, the extremes of Tinian, W. b. S. to S. W. ½ S. 4 leagues distant.
17				From the 17th to the 30th, employed in watering and procuring refreshments at Tinian.
30	15 40	144 21	6 20	S. E. Fresh breezes, and dark cloudy weather, with heavy squalls and constant rain. At half past five, P. M. Tinian bore E. b. S. 10 or 11 leagues distant.
Oct 1.	16 23	143 01		S. E. Ditto, with squalls and rain.
2	16 53	142 07		Variable. A light breeze, with dark heavy weather.
3	17 24	140 08		E. S. E. Fresh breezes and hazy, with frequent squalls.
4	18 05	139 46		East. Ditto, and cloudy.
5	18 23	138 12		Ditto. Ditto, and ditto. Heavy squalls during the night, with lightning.
6	18 50	136 36		Ditto. Fresh breezes and squally, with rain, thunder and lightning.
7	19 13	135 11		Ditto. Ditto, and heavy unsettled weather, with squalls, and very hard rain.
8	19 39	133 35		Ditto. Fresh gales and ditto. Many birds and fish about.

TABLE VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Latitude North.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Oct. 9, Noon.	20 02	131 55		E. b. S. Strong gales and ſqually. Saw ſeveral land ſwallows.
10	20 09	130 25		Ditto. Freſh breezes and cloudy. Vaſt numbers of birds and fiſh about. Paſſed ſome rock-weed.
11	20 45	128 11		E. b. S. A ſteady breeze, and cloudy weather.
12	21 19	126 59		E. N. E. Ditto, and fine weather.
13	21 19	125 10		Ditto. Ditto and ditto.
14	21 08	123 19		E. b. N. Freſh breeze and cloudy, with rain.
15	21 24	121 09		N. E. Freſh gales and cloudy. At two, A.M. ſaw Grafton Iſland, bearing from W. S. W. to S. W. ½ W. about three leagues diſtant.
16	21 35	119 10		N. N. E. Briſk gales and fine clear weather.
17	21 48	116 50		Ditto. Strong gales, with frequent ſqualls and heavy rain.
18	22 03	114 46		N. E. Ditto, ditto. Paſſed by a number of Chineſe fiſhing boats. At eight, P. M. ſounded in 56 fathoms, mud and ſand. At half paſt ſix, A.M. ſaw the land bearing from W. to N. E. At noon, paſſed between the North Lemas and Sapata a quarter of a mile diſtant from the North iſland.
19				N. N. E. Moderate breezes and thick hazy weather. At nine, A. M. worked up into Macao Roads.

TABLE IX.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 7, Noon.	35 09	152 32		N. E. by E. Moderate and cloudy. At four, P. M. Port Jackſon N. W. eight leagues.
8	36 04	153 21		N. E. Freſh breezes and ſqually, with rain. A current ſetting to the ſouthward.
9	36 47	153 08		E. b. N. Strong gales, with heavy ſqualls, thunder, lightning and rain.
10	36 26	153 11	9 24	E. Freſh breezes and cloudy.
11	37 12	154 21		N. E. b. N. Ditto, ditto. A ſtrong current ſetting to the Northward and Eaſtward.
12	35 38	155 42	9 40	Weſterly. Moderate and cloudy.
13	34 38	156 45		S. S. W. Ditto, and clear. Great numbers of birds about the ſhip.
14	33 58	156 45		Variable. Light airs and cloudy.
15	31 42	156 45		South. Freſh breeze and ſqually.
16	30 56	158 23		S. b. W. Moderate and clear.
17	31 25	159 12		W. S. W. Light airs and cloudy. At four, P. M. ſaw Lord Howe's Iſland E. b. S. 17 leagues. At noon, the Iſland E. by S. ſix leagues. Saw the Supply, the Lady Penrhyn, and the Charlotte.
18				S. W. Standing off and on at Lord Howe's Iſland.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude South.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 19, Noon.	30 36	161 17	10 14	S. W. b. W. Moderate and cloudy. At four, P. M. made ſail, the Charlotte in company. The body of Lord Howe's Iſland S. W. by S. ſeven leagues.
20	29 35	163 31		S. W. b. W. Moderate and pleaſant weather.
21	29 11	165 55		S. W. Ditto, and cloudy, with ſmall rain.
22	28 50	168 12		Southerly. Freſh breeze and ſqually, with rain. At eight, A. M. ſaw Norfolk Iſland E. b. S. 12 leagues.
23	27 29	169 06		S. E. b. E. Ditto and cloudy. At four, P. M. the body of Norfolk Iſland S. ½ E. ſix leagues. Sounded in 25 fathoms, coarſe white ſand and ſhells.
24	26 12	170 02	10 50	S. S. E. Pleaſant and clear.
25	24 35	170 43		E. S. E. Moderate breezes and cloudy weather.
26	22 44	170 43	12 00	S. S. E. Freſh breezes and ditto, with ſqualls.
27	21 55	171 17		E. b. S. Ditto and ſqually. At one, P. M. ſaw Matthews' Iſland N. N. E. eight leagues. At noon, the iſland S. b. W. ½ W. ten leagues.
28	20 28	172 06		E. S. E. Ditto. Ditto.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
May 29, Noon.	19 11	171 50		Eaſterly. Freſh gales and ſqually. A heavy ſwell from the Eaſtward.
30	17 13	172 43		Eaſt. Ditto. Ditto.
31	15 21	173 23		S. E. b. S. Strong gales, with heavy ſqualls, and much rain. A tſour, P. M. paſſed ſeveral large trees and cocoa-nuts floating in the water.
June 1.	14 01	173 23		Variable. Moderate and cloudy, with ſqualls.
2	13 26	173 19		Eaſterly. Light airs and ditto, with heavy rain.
3	12 22	173 38	10 44	W. N. W. Ditto, ditto, ditto.
4	11 49	173 12		Variable. Moderate and cloudy.
5	11 44	173 50		Southerly. Light airs and pleaſant. At two, P. M. ſounded in 15 fathoms. Diſcovered a ſhoal of large extent, with ſoundings from 15 to 30 fathoms, rocky bottom.
6	10 56	174 24	10 44	Variable. Light airs, inclining to calm.
7	9 12	174 24	11 04	E. S. E. Freſh breezes and cloudy.
8	8 15	174 07		Variable. Moderate and ditto.
9	7 59	174 24		S. E. b. S. Light breeze and cloudy, with thunder and lightning.
10	7 05	174 24		Southerly. Light airs and pleaſant weather.
11	6 01	174 43	11 36	W. b. N. Moderate and ditto.
12	5 37	175 34		Variable. Light airs and ditto.
13	5 32	175 51		E. b. N. Ditto, ditto.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude South.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June 14, Noon.	4 36	175 51		E. S. E. Light airs and pleaſant weather.
15	3 19	175 23		E. b. N. Moderate winds and cloudy, with frequent ſqualls.
16	2 30	174 40	11 52	N. E. Ditto and clear.
17	1 2	174 12		Eaſterly. Ditto, ditto.
18	North. 00 05	173 43		Variable. Ditto, ditto. At ſix, A. M. Saw Hopper's Iſland N. ¼ W. eight miles. Sounded and got no ground. At ſeven, A. M. ſaw Henderville's Iſland bearing ſix miles to the S. W. of Hopper's Iſland. At one, P. M. ſaw Woodle's Iſland 3 miles N. W. of Henderville's Iſland. Several canoes coming towards the ſhip.
19	00 30	173 03		N. N. E. Light airs and pleaſant weather. At three, P. M. Henderville's Iſland three miles diſtant. Sounded in 60 fathoms, no ground. Hove to main top-ſail to the maſt. A number of canoes in ſight. At ſix, P. M. made ſail.
20	1 48	173 03		Eaſterly. Light airs and pleaſant weather. At five, A. M. ſaw land, bearing E. N. E. eight miles. Found it to be a chain of iſlands, extending S. E. and N. W. 30 leagues. Sounded one mile from the land in 80 fathoms, got no ground.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June 21, Noon.	2 46	173 03		Eaſterly. Moderate and cloudy, with rain. At noon, ſaw land, bearing N. b. E. five leagues.
22	4 14	172 38	10 22	E. N. E. Ditto and pleaſant. At four, P. M. cloſe in with the land. A number of canoes in ſight. Sounded with 60 fathoms, no ground. The land formed ſix iſlands, extending from N. b. W. to S. b. E. 14 leagues. They were named Allen's Iſland, Gilleſpy's Iſland, Touching's Iſland, Clarke's Iſland, Smith's Iſland, and Scarborough Iſland.
23	5 30	172 22		E. b. N. Moderate and cloudy, with intervening ſqualls and rain. A current ſetting to the Northward.
24	5 52	171 50		N. E. b. E. Ditto. Ditto, with much rain. At ſix, P. M. Saw land, bearing from N. to N. W. four leagues. Wore and ſtood to the Southward. Sounded 100 fathoms, no ground.
25	6 29	171 28		Eaſt. Light breezes and cloudy. At two, P. M. within two miles of the Eaſternmoſt land. Found it to be a chain of iſlands extending from E. to the Weſtward 25 leagues. Sounded with 100 fathoms, no ground. Several canoes in ſight. At noon, rounded the Weſternmoſt point of Lord Mulgrave's range.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June 26 Noon.	7 25	171 10		Variable. Light airs and gloomy weather. A ſtrong current ſetting to the Northward. At four, P. M. ſaw land S. E. ſix leagues. At noon, ſqually with rain. Saw a parcel of ſmall iſlands lying E. and W.
27	8 02	170 57		E. b. N. Light breezes and cloudy, with heavy rain. At nine, A. M. ſaw ſeveral ſmall iſlands bearing from N. to N. W. b. W. three or four leagues.
28	8 59	170 24		Variable. Freſh breeze and cloudy. At four, P. M. cloſe in with the Weſternmoſt iſland. Saw ſeveral more iſlands bearing N. N. E. five or ſix leagues. At five, A. M. ſaw land a-head bearing N. b. E. ſix leagues, and ſome iſlands E. ſeven or eight leagues. Sounded 100 fathoms, no ground.
29	9 34	169 22		N. E. b. E. Freſh breezes and clear. At five, P. M. ſaw land bearing N. five leagues. At ſix, P. M. ſaw land N. E. At ſeven, wore and ſtood off the land. At ſix, A. M. ſaw land appearing in ſeveral iſlands. At eleven, A. M. got clear of all the land.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
June, 30 Noon.	10 46	168 49	10 30	N. E. Freſh breeze, and clear. At 3 P. S. ſteering N. N. W. ſaw ſeveral iſlands on the lee-beam, and one on the weather-bow, 5 or 6 leagues. At day-light, no land in ſight. A current ſetting to the northward.
July 1	11 47	168 05	12 14	N. E. b. E. Freſh winds and clear. Saw a great number of birds of various kinds.
2	13 22	166 33	11 56	N. E. Ditto. Ditto. The Charlotte in company.
3	14 57	164 55		E. Moderate and pleaſant.
4	16 17	163 25		N. E. b. E. Ditto. Ditto. A great number of birds about the ſhip.
5	17 10	162 17	11 28	E. N. E. Ditto. Ditto.
6	17 42	161 09		E. Ditto. Ditto.
7	18 17	159 56		S. E. Light winds, and ditto.
8	18 55	159 03		E. S. E. Inclining to calm, ſqualls intervening.
9	19 28	158 05	10 10	E. N. E. ſqually, with much rain.
10	19 59	157 05		S. S. E. Ditto. Ditto.
11	20 44	155 37		Variable. Moderate and cloudy.
12	21 35	153 58		Eaſt. Ditto, with frequent ſqualls, and much rain.
13	22 08	152 00		S. E. Freſh breezes, and ſqually.
14	22 38	149 55		S. S. E. Freſh gales, and very ſqually.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
July 15, Noon.	22 24	150 51		S. b. W. Moderate, and cloudy.
16	21 59	151 42		S. S. W. Ditto. Ditto, with lightning.
17	21 44	152 04		Variable. Light winds, and cloudy.
18	21 35	151 49		S. Light airs, inclining to calm.
19	20 57	150 45		S. E. Moderate and fair weather.
20	20 21	150 05	7 38	E. S. E. Light airs and pleaſant weather.
21	20 16	149 52		Calm. Clear weather.
22	19 43	149 16		Variable. Light airs, and clear.
23	19 25	149 16		Ditto. Ditto. Ditto.
24	18 56	149 15		S. W. Light winds, and cloudy.
25	18 08	149 00		W. S. W. Moderate, and clear.
26	17 16	148 55		W. A gentle breeze, and cloudy.
27	16 58	148 51	8 00	Ditto. Moderate, and ditto. A great number of birds about the ſhip.
28	16 34	147 23		S. E. b. S. Freſh breeze, and ditto.
29	16 02	146 32	7 14	Variable. Light ditto, and pleaſant weather.
30	15 23	145 42		E. N. E. Ditto, and cloudy. Saw ſeveral ganets about the ſhip.
31	15 12	145 15		Southerly. Ditto, and pleaſant. At 6 A. M. ſaw the Iſland of Sapan, bearing W. b. S. 6 leagues.
Auguſt 1 to 8				At anchor at Tinian, procuring refreſhments.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 9, Noon.	15 29	144 24		S. W. Strong gales, and ſqually, with much rain.
10	15 39	143 18		Variable. Moderate and cloudy. Squalls at intervals.
11	15 19	142 26		S. S. E. Ditto, and fair weather.
12	14 42	140 46		E. S. E. Ditto. Ditto.
13	14 27	138 18	4 00	S. E. Ditto. Ditto.
14	14 12	136 05		Ditto. Freſh breezes, and cloudy.
15	14 21	134 14		Southerly. Ditto. Ditto.
16	14 48	132 11		S. E. Ditto, and ſqually, with rain.
17	15 07	131 26	3 14	S. W. Light winds, and cloudy.
18	15 11	131 15		Calm. Cloudy, with ſmall rain.
19	15 15	130 51		E. b. S. Light airs, inclining to calm.
20	15 28	130 05	2 00	Variable. Light breeze, with frequent ſqualls.
21	16 25	129 11		S. W. Freſh breezes, and ditto, with thunder, lightning, and heavy rain.
22	17 05	128 08		Ditto. Ditto. Ditto. Saw a ſmall land bird, reſembling a lark.
23	17 42	127 10		Ditto. Strong gales, and ſqually, with heavy rain.
24	18 11	125 55		S. S. W. Ditto. Ditto. Saw a number of ſmall land-birds, and ſeveral ganets.
25	18 51	124 48		S. W. b. S. Freſh breeze, with frequent ſqualls. Paſſed ſeveral logs of wood, floating in the water.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude East.	Variation East.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Aug. 26, Noon.	19 00	123 30		S. b. W. Moderate and cloudy. Caught a number of land-birds, reſembling a marten.
27	19 05	122 19		Variable. Squally, unſettled weather. A current ſetting N. N. E. 1 ½ mile an hour.
28	18 33	121 30		S. E. Moderate breezes, and cloudy weather.
29	18 41	121 16	00 18	N. N. W. Light winds, and ditto, with rain.
30	19 07	121 52		Ditto. Freſh breeze, and ditto. At 1 P. M. ſaw land, bearing W. 8 or 9 leagues. At noon, Cape Engano, S. W. b. W. ½ W. 6 leagues.
31	18 59	122 31		N. b. W. Light breeze, and cloudy. P. M. ſaw ſeveral iſlands from W. to W. b. N.
Septem. 1	19 24	122 45		N. N. W. Moderate and cloudy. A heavy ſwell from the eaſtward.
2	20 17	122 05		W. N. W. Moderate and cloudy. Paſſed a ſtrong ripling ſetting to the northward. At 11 A. M. ſaw a ſmall iſland, bearing W.
3	21 05	122 05	1 12	S. S. W. At 5 P. M. ſaw ſeveral iſlands, bearing from W. b. S. to W. N. W. A ſtrong current ſettting to the northward.

TABLE IX. Continued.

Route of the Scarborough, Captain Marſhall, from Port Jackſon, New South Wales, to China.

Time.	Latitude North.	Longitude Eaſt.	Variation Eaſt.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	
Noon. Sept. 4,	21 10	119 30		E. S. E. Moderate and pleaſant. At 6 P. M. Grafton Iſland bore S. b. E. 5 leagues. A very ſtrong current ſetting to the northward.
5	19 51	117 31		Ditto. A freſh gale and cloudy, with frequent ſqualls, and heavy rain.
6	19 40	114 53		E. Strong gales, and cloudy.
7	21 50	113 21		E. N. E. Ditto, with heavy ſqualls, and rain. At noon, ſounded in 36 fathoms, muddy bottom.
8				E. Ditto. Ditto. At 3 P. M. ſaw the Lema Iſlands, W. b. N. four leagues. The next day, anchored in Macao roads.

A

LIST OF CONVICTS

SENT TO

NEW SOUTH WALES,

IN 1787.

Name.	Where convicted.	Date of Conviction.	Years.
Abel, Robert	London	23 Feb. 1785.	7
Abrams, Henry			
Abrahams, Eſther	London	30 Auguſt, 1786	7
Abell, Mary, alias Tilley	Worceſter	5 March, 1785	7
Acres, Thomas	Exeter	14 March, 1786	7
Adams, John	London	26 May, 1784	7
Adams, Mary	Ditto	13 Decem. 1786	7
Agley, Richard	Winchester	2 March, 1784	7
Allen, John	Hertford	2 March, 1786	7
Allen, William	Ormſkirk	11 April, 1785	7
Allen, Charles	London	7 July, 1784	7
Allen, Suſannah	Ditto	18 April, 1787	7
Allen, Mary	Ditto	25 October, 1786	7
Allen, Jamaſin, alias Boddington	Ditto	25 Oct. 1786	7
Allen, Mary, alias Conner	Ditto	10 Jan. 1787	7
Anderſon, John	Exeter	20 March, 1786	7
Anderſon, Elizabeth	London	10 Jan. 1787	7
Anderſon, John	Ditto	26 May, 1784	7
Anderſon, Fanny	Winchester	7 March, 1786	7
Archer, John	London	26 May, 1784	7
Arſcott, John	Bodmin	18 Auguſt, 1783	7
Atkinſon, George	London	21 April, 1784	7
Ault, Sarah	Ditto	21 Feb. 1787	7
Ayners, John, alias Agnew	Ditto	26 May, 1784	7
Ayres John	Ditto	21 April, 1784	7

Name.	Where convicted.	Date of Conviction.	Years.
Bartlett, James	Winchester	1 March, 1785	7
Barsby, George	Ditto	1 March, 1785	Life
Barnett, Henry, alias Barnard, alias Burton	Warwick	21 March, 1785	7
Bails, Robert	Reading	28 Feb. 1785	Life
Barnes, Stephen	York	9 July, 1785	7
Bannister, George	London	1 April, 1784	7
Barferd, John	Ditto	14 Decem. 1784	7
Barland, George	Ditto	7 July, 1784	7
Balding, James, alias William	Ditto	23 Feb. 1785	7
Bason, Elizabeth, wife of William Bason	New Sarum	24 July, 1784	7
Bayley, James	Ditto	11 March, 1786	7
Bazley, John	Exeter	12 Jan. 1785	7
Baker, Thomas	Ditto	10 Jan. 1786	7
Barrett, Thomas	Ditto	24 May, 1784	Life
Batley, Caten	Ditto	24 May, 1784	7
Barsby, Samuel	Ditto	20 March, 1786	7
Ball, John	Ditto	20 March, 1786	7
Barry, John	Bristol	23 Novem. 1785	7
Barret, Daniel			
Barber, Elizabeth			
Baldwin, Ruth, alias Bowyer	London	20 August, 1786	7
Baker, Martha	Ditto	30 August, 1786	7
Bell, William	Ditto	21 April, 1784	7
Benear, Samuel	Ditto	26 May, 1784	7
Bellett, Jacob	Ditto	12 Jan. 1785	7
Beardsley, Ann	Derby	5 August, 1786	5
Best, John			
Beckford, Elizabeth	London	10 Jan. 1787	7
Bellamy, Thomas	Worcester	9 July, 1785	7
Bird, James	Croydon	20 July, 1785	7
Bird, Samuel	Ditto	20 July, 1785	7
Bishop, Joseph			
Bingham, John, alias Baughan			
Bingham, Elizabeth, alias Mooring	London		
Bird, Elizabeth, alias Winifred	Maidstone	14 March, 1787	7
Blackhall, William	Abingdon	6 March, 1786	7
Blunt, William	London	10 Decem. 1783	7
Blake, Francis	Ditto	26 May, 1784	7
Blatherhorn, William	Exeter	24 May, 1784	Life
Bloedworth, James	Kingstone	3 Oct. 1785	7
Blanchett, Susannah	Ditto	2 April, 1787	7
Bond, Peter	London	23 Feb. 1785	7

Names.	Where convicted.	Date of Conviction.	Years.
Boyle, John	London	23 Feb. 1785	7
Boggis, William			
Bond, William	Exeter	18 July, 1785	7
Bond, Mary, wife of John Bond	Wells	19 Auguſt, 1786	7
Boulton, Rebecca	Lincoln	16 July, 1784	7
Bonner, Jane	London	18 April, 1787	7
Bolton, Mary	Shrewſbury	12 March, 1785	7
Brown, James	Hertford	2 March, 1785	7
Brown, William	Southwark	10 Jan. 1786	7
Brindley, John	Warwick	21 March, 1785	7
Brown, Richard	Reading	15 July, 1783	7
Brough, William	Stafford	9 March, 1789	7
Bradley, James	London	29 June, 1785	7
Bradley, James	Ditto	6 May, 1784	7
Brown, Thomas	Ditto	10 Septem. 1783	7
Bradbury, William	Ditto	10 Septem. 1783	7
Bryant, Thomas	Maidſtone	15 March, 1784	7
Bryant, William	Launceſton	20 March, 1784	7
Brown, Thomas	Exeter	24 May, 1784	7
Bradford, John	Ditto	9 Jan. 1786	7
Brannegan, James	Ditto	24 May, 1784	7
Bruce, Robert	Ditto	24 May, 1784	7
Brown, William	Ditto	24 May, 1784	7
Bryant, John	Ditto	14 March, 1786	7
Brewer, William	Ditto	20 March, 1786	7
Brice, William	Briſtol	11 Feb. 1785	7
Brand, Curtis			
Bryant, Michael			
Brand, Lucy, alias Wood	London	19 July, 1786	7
Branham, Mary	Ditto	23 Feb. 1785	7
Bruce, Elizabeth	Ditto	10 Jan. 1787	7
Burleigh, James	Ditto	7 July, 1784	7
Burn, Peter	Ditto	10 Septem. 1783	7
Burne, James	Ditto	21 April, 1784	7
Butler, William	Ditto	7 July, 1784	7
Buckley, Joſeph	Dorcheſter	16 March, 1786	7
Burridge, Samuel	Ditto	3 Auguſt, 1786	7
Burn, Patrick			
Burn, Simon			
Buſley, John			
Bunn, Margaret	London	26 April, 1786	7
Burkitt, Mary	Ditto	20 Auguſt, 1786	7
Burdo, Sarah	Ditto	25 Oct. 1786	7

Names.	Where convicted.	Date of Conviction.	Years.
Carver, Joſeph	Maidſtone	13 March, 1786	7
Caſtle, James	London	7 July, 1784	7
Campbell, James, alias George	Ditto	23 Feb. 1785	7
Campbell, James	Guildford	11 Auguſt, 1784	7
Carney, John	Exeter	22 July, 1782	7
Carty, Francis	Bodmin	14 Auguſt, 1786	7
Carey, Ann	Taunton	30 March, 1786	7
Carter, Richard, alias Michael Cartwright	Shrewſbury	13 March, 1784	7
Cable, Henry			
Carroll, Mary, wife of James Carroll	London	25 Oct. 1786	7
Ceſar, John	Maidſtone	14 March, 1785	7
Chields, William			
Chaddick, Thomas	London	7 July, 1784	7
Church, William	Dorcheſter	16 March, 1786	7
Chaaf, William	Exeter	20 March, 1786	7
Chinery, Samuel	Ditto	7 Auguſt, 1786	7
Chanin, Edward	Ditto	7 Auguſt, 1786	7
Clough, Richard	Durham	19 July, 1785	7
Clements, Thomas	London	7 July, 1784	7
Clark, John, alias Hoſier	Ditto	6 April, 1785	7
Clark, William	Ditto	21 April, 1784	7
Clarke, John	Exeter	7 Auguſt, 1786	7
Cleaver, Mary	Briſtol	4 April, 1786	7
Clear, George			
Clark, Elizabeth			
Connelly, William	Briſtol	3 Feb. 1785	7
Cormick, Edward	Hertford	2 March, 1786	7
Corden, James	Warwick	21 March, 1785	7
Colling, Joſeph	London	7 July, 1784	7
Cole, William	Ditto	7 July, 1784	7
Cox, John Matthew	Ditto	23 Feb. 1785	7
Collier, Richard	Kingſtone	24 March, 1784	7
Connolly, William	Bodmin	14 Auguſt, 1786	7
Conelly, Cornelius	Exeter	7 Auguſt, 1786	7
Colman, Iſhmael	Dorcheſter	16 March, 1786	7
Coffin, John	Exeter	9 Jan. 1786	7
Cole, Elizabeth	Ditto	20 March, 1786	7
Cox, James	Ditto	24 May, 1784	Life
Copp, James	Ditto	20 March, 1786	7
Coombes, Ann, wife of Samuel Coombes	Taunton	30 March, 1786	7
Cole, Elizabeth	London	26 April, 1786	7

Names.	Where convicted.	Date of Conviction.	Years.
Colley, Elizabeth	London	23 Feb. 1785	14
Cooke, Charlotte	Ditto	10 Jan. 1787	7
Cooper, Mary	Worceſter	19 July, 1785	7
Colpitts, Ann	Durham	2 Oct. 1786	7
Croſs, John	New Sarum	25 March, 1785	7
Cropper, John	London	14 Decem. 1784	7
Croſs, William	Coventry	21 March, 1783	7
Creamer, John	Exeter	12 Jan. 1785	7
Creek, Jane	London	14 Septem. 1785	7
Cunningham, Edward	Ditto	7 July, 1784	7
Cullen, James Bryen	Ditto	6 April, 1785	7
Cullyhorn, John	Exeter	22 July, 1782	7
Cudlip, Jacob, alias Norris	Bodmin	25 July, 1785	7
Cuſs, John, alias Hanaboy	New Sarum	11 March, 1786	7
Cuckow, William			
Davis, Aaron	Briſtol	29 March, 1785	7
Day, Richard	Reading	24 July, 1786	7
Davies, Edward	Stafford	27 July, 1785	7
Day, Samuel	Gloceſter	23 March, 1785	14
Davis, Samuel	Ditto	13 July, 1785	7
Davis, William			
Davis, James	London	8 Decem. 1784	7
Daniells, Daniel	Ditto	6 May, 1784	7
Daley, James	Ditto	26 May, 1784	7
Davidſon, John	Ditto	23 Feb. 1785	7
Davis, William	Brecon	15 July 1785	Life
Davis Richard			
Daley, Ann, wife of Gore Daley, alias Ann Warburton	Nether Knutsford	3 Oct. 1786	7
Darnell, Margaret	London	18 April, 1787	7
Davis, Ann	Ditto	26 April, 1786	7
Dalton, Elizabeth	Ditto	14 Sept. 1785	7
Davidſon, Rebecca, wife of Robert Davidſon	Ditto	25 Oct. 1786	7
Dawſon, Margaret	Ditto	10 Jan. 1787	7
Davis, Frances	Chelmsford	6 March, 1786	14
Davies, Sarah	Worceſter	2 Auguſt, 1783	7
Davies, Mary	Shrewſbury	12 March, 1785	7
Denniſon, Michael	Poole	5 April, 1785	7
Deniſon, Barnaby	Briſtol	30 April, 1783	7
Delany, Patrick			

Names.	Where convicted.	Date of Conviction.	Years.
Dickſon, Thomas, alias Ralph Raw	Durham -	19 July, 1785	7
Diſcall, Timothy - -	Bodmin - -	25 July, 1785	7
Dixon, Mary - - -	London -	31 May, 1786	7
Dickenſon, Mary - -	Southwark -	8 Jan. 1787	7
Douglas, William - -	Lincoln - -	9 July, 1785	7
Dowland, Ferdinand - -	London - -	23 Feb. 1785	7
Dodding, James, alias Doring -			
Dring, William - -	Kingſton upon Hull	7 Oct. 1784	7
Dunnage, Joſeph - -	London -	21 April, 1784	Life
Dudgens, Elizabeth - -			
Dundaſs, Jane - -	London -	18 April, 1787	7
Dutton, Ann - - -	Ditto - -	26 April, 1786	7
Deyer, Leonard - -	Southwark -	10 Jan. 1786	7
Dykes, Mary - - -	London - -	26 April, 1786	7
Earle, William - -	New Sarum -	5 March, 1785	7
Eagleton, William, alias Bones	Kingſton -	22 March, 1786	7
Eaton, Mary, alias Shephard			
Early, Rachel - - -	Reading - -	24 July, 1786	7
Eaton, Martha - - -			
Eccles, Thomas - -	Guildford -	22 July, 1782	Life
Edmunds, William - -	Monmouth -	21 March, 1785	7
Edwards, William - -			
Eggleſton, George - -	Maidſtone -	13 March, 1786	7
Ellam, Peter - -	Ormſkirk -	18 July, 1785	7
Elliot, William - - -	Croydon - -	18 Auguſt, 1783	7
Elliot, Joſeph - - -	Briſtol - -	24 Nov. 1784	7
Ellam, Deborah - -	Cheſter - -	30 Auguſt, 1784	7
Engliſh, Nicholas - -	London -	8 Decem. 1784	7
Everett, John - - -	Hertford -	2 March, 1786	7
Everingham, Matthew -	London - -	7 July, 1784	7
Evans, Williams - - -	Shrewſbury -	12 March, 1785	7
Evans, Elizabeth - -	London - -	13 Decem. 1786	7
Farrell, Phillip - -	London -	15 Sep. 1784	7
Farley, William - -	Briſtol - -	10 Feb. 1785	7
Farmer, Ann - -	London -		
Fentum, Benjamin - -	Ditto - -	10 Oct. 1783	7
Ferguſon, John - -	Exeter - -	20 March, 1786	7
Filleſey, Thomas - -	Briſtol - -	29 April, 1783	7
Fitzgerald, Jane, alias Phillips	Ditto - -	4 April, 1786	7

Names.	Where convicted.	Date of Conviction.	Years.
Field, William			
Finlow, John, alias Hervey			
Field, Jane	London		
Fitzgerald, Elizabeth	Ditto	13 Decem. 1786	7
Flyn, Edward			
Flarty, Phebe	London	21 Feb. 1787	7
Fowkes, Francis	Ditto	13 Decem. 1785	7
Forreſter, Robert	Ditto	10 Sept. 1783	7
Foyle, William	New Sarum	9 July, 1785	7
Fowles, Ann	London	6 April, 1785	7
Fownes, Margaret	Shrewſbury	4 Auguſt, 1784	7
Forbes, Ann	Kingſton	2 April, 1787	7
Freeman, James	Hertford	3 March, 1784	7
Freeman, Robert	London	10 Decem. 1784	7
Francis, William	Ditto	14 Decem. 1784	7
Franciſco, George	Ditto	8 Decem. 1784	7
Fry, George			
Fryer, Catherine, alias Prior			
Fraſer, William	Mancheſter	Jan. 1787	7
Fraſer, Ellen	Ditto	Jan. 1787	7
Fuller, John	Ditto	15 March, 1784	7
Gardner, Francis	London	21 April, 1784	7
Garth, Edward	Ditto	23 Feb. 1785	7
Garland, Francis	Exeter	24 May, 1784	7
Garth, Suſannah, alias Grath			
Gabel, Mary	Southwark	13 Jan. 1784	7
Gaſcoygne, Olive	Worceſter	5 March, 1785	7
Gearing, Thomas	Oxford	8 March, 1786	Life
Geſs, George	Gloceſter	24 March, 1784	7
George, Anne	London	11 May, 1785	7
Glenton, Thomas	Northallerton	5 April, 1785	7
Gloſter, William	London	29 June, 1785	7
Gordon, Daniel	Winchеſter	5 April, 1785	7
Goodwin, Edward	London	21 April, 1784	7
Goodwin, Andrew	Ditto	7 July, 1784	7
Gould, John	Exeter	20 March, 1786	7
Gray, Charles	Southwark	16 Feb. 1785	7
Griffiths, Samuel, alias Briſcow, alias Butcher	Glouceſter	24 March, 1784	7
Greenwell, Nicholas	London	10 Decem. 1784	7
Green, John	Reading	11 July, 1786	7

Names.	Where convicted.	Date of Conviction.	Years.
Griffiths, Thomas	London	15 Septem. 1784	7
Granger, Charles	Plymouth	20 Decem. 1786	7
Grace, James			
Green, Hannah			
Groves, Mary	Lincoln	9 July, 1785	7
Green, Mary	London	18 Auguſt, 1787	7
Green, Ann	Ditto	13 Decem. 1786	7
Greenwood, Mary	Ditto	13 Decem. 1786	7
Gunter, William	Briſtol	4 Auguſt, 1783	7
Handford, John	Wincheſter	1 March, 1785	7
Hatcher, John	Ditto	1 March, 1785	7
Hatfield, William	Maidſtone	14 March, 1785	7
Hawkes, Richard	Reading	28 July, 1785	7
Harris, William	Maidſtone	11 July, 1785	7
Hatch, John	Reading	10 Jan. 1786	7
Hartley, John	Oxford	2 March, 1785	7
Hart, John	Stafford	27 July, 1785	7
Haines, Joſeph	Glouceſter	13 July, 1785	7
Hathaway, Henry	Ditto	24 March, 1784	7
Hayes, Dennis	London	10 Decem. 1784	7
Hall, Samuel	Ditto	12 March, 1785	7
Harbine, Joſeph			
Harper, Joſhua	London	10 Septem. 1783	7
Hayton, George, alias Clayton	Ditto	21 April, 1784	7
Harriſon, Joſeph	Ditto	21 April, 1784	7
Hart, John	Ditto	12 Jan. 1785	7
Harris, John	Ditto	23 Feb. 1785	Life
Hayes, John	Guildford	11 Auguſt, 1784	7
Hattom, Joſeph			
Harriſon, Joſeph			
Hamlin, William	Exeter	12 Jan. 1784	7
Hall, Joſeph	Ditto	12 Jan. 1784	Life
Hall, John	Ditto	24 May, 1784	7
Hadon, John	Ditto		
Hares, William			
Handy, Cooper			
Haynes, William			
Hervey, Elizabeth			
Hall, Margaret			
Hart, Frances			
Harriſon, Mary	Lincoln	6 March, 1784	7

Names.	Where convicted.	Date of Conviction.	Years.
Heading, James	Chelmsford	7 March, 1785	Life
Headington, Thomas	Abingdon	7 July, 1785	7
Herbert, John	London	21 April, 1784	7
Hart, Catherine	Ditto	23 Feb. 1785	7
Herbert, John	Exeter	14 March, 1786	7
Handland, Dorothy, alias Gray	London	22 Feb. 1786	7
Hall, Sarah	Ditto	10 Jan. 1787	7
Hamilton, Maria	Ditto	19 October, 1785	7
Harriſon, Mary	Ditto	19 October, 1785	7
Harwood, Eſther, alias Howard	Ditto	20 Auguſt, 1786	7
Hayward, Elizabeth	Ditto	10 Jan. 1787	7
Hall, Elizabeth	Newcaſtle	18 Jan. 1786	7
Herbert, Jane, alias Roſe, alias Jenny Ruſſell	London	30 Auguſt, 1786	7
Henry, Catherine	Ditto	10 Jan. 1787	7
Hill, John	Maidſtone	14 March, 1785	Life
Hindley, William, alias Platt	Ormſkirk	18 July, 1785	7
Hindle, Ottiwell	Preſton	6 Oct. 1785	7
Hill, John	London	6 May, 1784	7
Hill, Thomas	Ditto	7 July, 1784	7
Hilt, William	Exeter	18 July, 1785	Life
Hill, Thomas			7
Hipſley, Elizabeth	London	23 Feb. 1785	7
Hill, Mary	Ditto	25 Oct. 1786	7
Holliſter, Job	Briſtol	10 Feb. 1785	7
Hawell, Thomas	Stafford	5 Oct. 1785	7
Holmes, William	London	7 July, 1784	7
Holloway, James	Ditto	24 Aug. 1784	7
Howard, Thomas	Ditto	12 Jan. 1785	7
Hogg, William	Ditto	23 Feb. 1786	14
Howard, John	Ditto	23 July, 1783	7
Hortop, James	Exeter	20 March, 1786	7
Holland, William	Ditto	7 Auguſt, 1786	7
Holmes, Suſannah			
Hollogin, Elizabeth	London	18 April, 1787	7
Hughes, Hugh	Southwark	16 Feb. 1785	7
Humphrey, Edward	London	8 Decem. 1784	7
Huſband, William	Ditto	21 April, 1784	7
Hughes, John	Maidſtone	15 March, 1784	7
Hurley, Jeremiah	Exeter	22 July, 1782	7
Hubbard, William			
Humphreys, Henry	Exeter	20 March, 1786	7
Hughes, Thomas			
Hudſon, John			

Names.	Where convicted.	Date of Conviction.	Years.
Huſſey, James			
Hughes, Frances Ann	Lancaſter	6 March, 1787	7
Huſſnell, Suſannah	Worceſter	2 Oct. 1786	7
Humphries, Mary			
Hylids, Thomas	Guildford	1 Aug. 1784	7
Jackſon, William	Durham	19 July, 1785	7
Jacobs, David	London	20 Oct. 1784	7
Jacobs, John	Ditto	21 April, 1784	7
Jackſon, Hannah	Briſtol	27 July, 1785	7
Jameſon, James			
Jackſon, Jane, alias Eſther Roberts	London	29 June, 1785	7
Jackſon, Mary	Ditto	20 Auguſt, 1786	7
Jeffries, Robert	Devizes	5 April, 1785	7
Jefferies, John	Maidſtone	11 July, 1785	7
Jenkins, Robert, alias Brown	Ditto	13 March, 1786	7
Jepp, John	London	10 Decem. 1784	7
Jenkins, William	Exeter	20 March, 1786	7
Ingram, Benjamin	London	8 Decem. 1784	7
Inett, Ann	Worceſter	11 March, 1786	7
Jones, Francis	Wincheſter	12 July, 1785	7
Jones, Thomas	Warwick	21 March, 1785	7
Johnſon, Charles	Manchеſter	14 April, 1785	7
Jones, Edward	London	15 Septem. 1784	7
Joſephs, Thomas	Ditto	10 Septem. 1783	7
Johnſon, William	Kingſton	24 March, 1784	7
Johns, Stephen	Launceſton	25 March, 1786	7
Jones, Margaret	Ditto	8 March, 1783	14
Johnſon, Edward	Dorcheſter	16 March, 1786	7
Jones, John	Exeter	24 May, 1784	14
Jones, William	Shrewſbury	12 March, 1785	7
Jones, Richard	Ditto	4 Auguſt, 1784	7
Jones, Thomas	Briſtol	30 March, 1784	14
Johnſon, Catherine	London	18 April, 1787	7
Johnſon, Mary	Ditto	26 April, 1786	7
Irvine, John, alias Aderſon, alias Law	Lincoln	6 March, 1784	7

Names.	Where convicted.	Date of Conviction.	Years.
Kelly, Thomas	Pontefract	13 Jan. 1785	7
Kellan, John, alias Keeling	London	10 Septem. 1783	Life
Kennedy, Martha	Kingſton	2 April, 1787	7
Kidney, Thomas	Briſtol	20 Oct. 1783	7
Kilby, William	Reading	16 Jan. 1784	7
King, John	London	21 April, 1784	7
Kilpack, David	Ditto	10 Septem. 1783	Life
Kimberley, Edward	Coventry	20 March, 1783	7
Knowler, John	Maidſtone	14 March, 1785	7
Knowland, Andrew			
Lankey, David	London	26 May, 1784	7
Lane, Richard	Wincheſter	2 March, 1784	7
Lawrell, John	Bodmin	18 Auguſt, 1783	7
Lane, William	Chelmsford	8 July, 1784	7
Larne, James	Exeter	12 July, 1785	7
Lambeth, John	Briſtol	31 May, 1785	7
Lavell, Henry			
Lara, Flora	London		
Laycock, Carolina	Ditto		
Langley, Jane	Ditto	14 Sept. 1785	7
Lawrence, Mary	Ditto	23 Feb. 1785	7
Lemon, Iſaac	Chelmsford	7 March, 1785	7
Levy, Joſeph	London	6 May, 1784	7
Leary, John	Wincheſter	3 March, 1783	7
Legg, George	Dorcheſter	16 March, 1786	7
Leary, Jeremiah	Briſtol	30 March, 1784	14
Legrove, Stephen			
Lee, Elizabeth	London	23 Feb. 1785	7
Lewis, Sophia	Ditto	25 Oct. 1786	7
Leonard, Elizabeth	Ditto	23 Feb. 1785	7
Levy, Amelia	Southwark	9 Jan. 1787	7
Liſt, George,	London	10 Septem. 1783	Life
Limeburner, John	New Sarum	9 July, 1785	7
Limpus, Thomas	Exeter	24 May, 1784	Life
Lightfoot, Samuel	Ditto	14 March, 1786	7
Longſtreet, Joſeph	Marlborough	5 Oct. 1784	7
Long, Joſeph	Gloceſter	23 March, 1785	14
Lockley, John	London	10 Jan. 1787	7
Long, Mary	Ditto	21 Feb. 1787	Life
Love, Mary	Maidſtone	14 March, 1785	7

Names.	Where convicted.	Date of Conviction.	Years.
Lock, Elizabeth	Glouceſter	26 March, 1783	7
Lucas, Nathaniel	London	7 July, 1784	7
Lynch, Humphry	New Sarum	25 March, 1785	7
Lynch, Ann	Briſtol	20 March, 1786	14
Lyde, John			
May, Richard	New Sarum	25 March, 1785	7
Martin, Stephen	Briſtol	28 April, 1783	7
Mansfield, John	Chelmsford	6 March, 1786	7
M'Lean, Francis	Guildford	11 Auguſt, 1784	7
M'Lean, Thomas	Ditto	11 Auguſt, 1784	7
Maton, Thomas	Maidſtone	11 July, 1785	7
M'Donnaugh, James	Ditto	11 July, 1785	7
Mariner, William	Oxford	8 March, 1786	7
Marrott, John	Glouceſter	24 March, 1784	7
M'Laughlin, Charles	Durham	19 July 1785	7
Macintire, John	Ditto	19 July, 1785	7
Martin, John	London	3 July, 1782	7
M'Donald, Alexander	Ditto	10 Decem. 1784	7
Marney, William	Ditto	7 July, 1784	7
Marſhall, Joſeph	Ditto	21 April, 1784	14
M'Lean, Edward	Maidſtone	15 March, 1784	7
Martin, Abraham	New Sarum	11 March, 1786	7
Martin, Thomas	Exeter	24 May, 1784	7
Martyn, James	Ditto	20 March, 1786	7
M'Cormick, Sarah	Manchеſter	4 May, 1786	7
M'Cormack, Mary	Liverpool	12 Aug. 1784	7
Maſon, Betty	Glouceſter	23 March, 1785	14
M'Grah, Redman			
M'Deed, Richard			
M'Na Mar, William			
Mackrie, James			
Marriott, Jane	London	18 April, 1787	7
Mather, Ann	Ditto	18 April, 1787	7
Mather, Mather	Ditto	18 April, 1787	7
Maſon, Suſannah, alias Gibbs	Ditto		
M'Cabe, Eleanor	Ditto	11 May, 1785	7
Marſhall, Mary	Ditto	23 Feb. 1785	Life
Marſhall, Mary	Ditto	10 Jan. 1787	7
Martin, Ann	Southwark	9 Jan. 1787	7
Meynell, John, alias William Radford	Nottingham	10 March, 1785	7

Names.	Where convicted.	Date of Conviction.	Years.
Meſſiah, Jacob			
Meech, Jane, wife of William Meech	Exeter	20 March, 1786	7
Milton, Charles	Maidſtone	14 March, 1785	7
Midgley, Samuel	Lancaſter	22 March, 1785	7
Middleton, Richard	London	23 Feb. 1785	7
Mitchell Nathaniel	Dorcheſter	3 Auguſt, 1786	7
Mills Matthew			
Mitchcraft, Mary	Kingſton	2 April, 1787	7
Mitchell, Mary	Ditto	3 Oct. 1785	7
Morris, Peter	Briſtol	12 July, 1784	7
Mowbray, John	Lincoln	5 March, 1785	7
Morgan, Richard	Gloceſter	23 March, 1785	7
Morriſby, John	London	7 July, 1784	7
Moore, William	Ditto	21 Jan. 1785	7
Morley, John	Ditto	21 April, 1784	7
Moorin, John	Ditto	21 April, 1784	7
Morgan, Robert	Ditto	6 May, 1784	7
Mobbs, Samuel	Ditto	21 April, 1784	7
Morgan, William	Ditto	15 Septem. 1784	7
Mould, William	Guildford	11 Auguſt, 1784	7
Mollands, John	Launceſton	20 March, 1784	7
Moyle, Edward	Ditto	19 March, 1785	7
Mood, Charles			
Mortimore, John	Exeter	20 March, 1786	7
Morley, Joſeph			
Morton, Mary	London	23 Feb. 1785	7
Mullock, Jeſſe	New Sarum	25 March, 1785	7
Murphy, William	Liverpool	26 Jan. 1785	7
Munroe, John, alias Nurſe	London	21 April, 1784	7
Mullis, Stephen	Exeter	12 Jan. 1785	7
Murphy, James			7
Munro, Lydia	Kingſton	2 April, 1787	14
Mullens, Hannah	London	10 Jan. 1787	Life
Nettleton, Robert	Kingſton upon Hull	12 October, 1784	7
Newland, John	London	21 April, 1784	7
Neal, John	Ditto	26 May, 1784	7
Neal, James	Briſtol	10 Feb. 1785	7
Needham, Elizabeth	London	19 July, 1786	7
Nicholls, John	Ditto	21 April, 1784	7
Norton, Phebe	Ditto	25 Oct. 1786	7
Nunn, Robert	Ditto	7 July, 1784	7

Names.	Where convicted.	Date of Conviction.	Years.
O'Craft, John	Exeter	24 May, 1784	7
Ogden, James	Manchester	20 Jan. 1785	7
Okey, William	Glouceſter	24 March, 1784	7
Oldfield, Thomas	Manchester	20 July, 1786	7
Oldfield, Iſabella	Ditto	20 July, 1786	7
Opley, Peter	Maidſtone	13 March, 1786	7
Orford, Thomas	London	7 July, 1784	7
Oſborne, Thomas	Ditto	14 Decem. 1784	7
Oſborne, Elizabeth, alias Jones	Ditto	30 Auguſt, 1786	7
Owles, John	Croydon	20 July, 1785	7
Owen, John	London	10 Septem. 1783	7
Owen, Joſeph	Shrewſbury	12 March, 1785	14
Page, Paul	Lincoln	11 March, 1786	7
Pane, William	Nottingham	10 March, 1785	7
Parry, Edward	Stafford	27 July, 1785	7
Parr, William	Liverpool	17 Jan. 1785	7
Palmer, John Herry	London	10 Jan. 1786	7
Parker, John	Ditto	1 April, 1784	7
Pariſh, William	Ditto	20 Oct. 1784	7
Partridge, Richard	Ditto	10 Sep. 1783	Life
Parris, Peter	Exeter	17 March, 1783	7
Paget, Joſeph	Ditto	10 Jan. 1786	7
Parkinſon, Jane, alias Partington, alias Ann Marſden	Manchester	21 July, 1785	7
Parker, Elizabeth	Glouceſter	23 March, 1785	7
Parſley, Ann	London	21 Feb. 1787	7
Parker, Mary	Ditto	26 April, 1786	7
Partridge, Sarah, alias Roberts	Ditto	23 Feb. 1785	7
Parry, Sarah	Ditto	10 Jan. 1787	Life
Perrot, Edward Bearcroft	Briſtol	3 Feb. 1785	7
Petrie, John	London	14 Jan. 1784	7
Peyton, Samuel	Ditto	26 May, 1785	7
Percival, Richard	Ditto	7 July, 1784	7
Pettitt, John	Ditto	21 April, 1784	7
Peaulet, James	Ditto	7 July, 1784	7
Peet, Charles	Ditto	23 Feb. 1785	Life
Peck, Joſhua	Exeter	20 March, 1786	7
Perkins, Edward	Plymouth	26 Jan. 1785	7

Names.	Where convicted.	Date of Conviction.	Years.
Petherick, John	Plymouth	26 Jan. 1785	7
Penny, John			7
Phillimore, William	London	10 Sept. 1783	7
Phillips, Richard	Ditto	10 Decem. 1783	7
Phillips, Mary	Taunton	30 March, 1786	7
Phyfield, Roger, alias Twyfield	Shrewſbury	12 March, 1785	7
Phyn, Mary	London	14 Septem. 1785	7
Pigott, Samuel	Exeter	20 March, 1786	7
Pinder, Mary	Lincoln	13 Jan. 1787	7
Pipkin, Elizabeth	London		7
Piles, Mary	Ditto	6 April, 1785	7
Pope, David	Southwark	16 Feb. 1785	7
Power, John	London	14 Decem. 1786	7
Pontie, John	Ditto	23 Feb. 1785	Life
Poole, Jane	Wells	19 Auguſt, 1786	7
Power, William			
Powley, Elizabeth			
Powell, Ann	London	13 Decem. 1786	7
Price, John	Southwark	16 Feb. 1785	7
Prior, Thomas	Reading	16 Jan. 1784	7
Price, James	Glouceſter	13 July, 1785	7
Pritchard, Thomas			
Pugh, Edward	Glouceſter	5 Oct. 1784	7
Randall, John	Mancheſter	14 April, 178	7
Reymond, George	London	12 Jan. 17855	7
Ramſey, John	Kingſton	24 March, 1784	7
Repeat, Charles	Warwick	21 March, 1785	7
Read, William	Croydon	18 Auguſt, 1783	7
Reardon, Bartholemew	Wincheſter	15 July, 1783	7
Read, Ann	London	23 Feb. 1785	Life
Riſdale, Thomas, alias Crowder	Briſtol	29 March, 1785	Life
Richard, James	Eaſt Grinſtead	20 March, 1786	7
Richardſon, James	Maidſtone	14 March, 1785	7
Riſby, Edward	Glouceſter	24 March, 1784	7
Richardſon, William	London	10 Decem. 1784	7
Richardſon, Hardwicke	Ditto	25 Oct. 1785	7
Richardſon, John	Ditto	7 July, 1784	7
Richard, David	Ditto	26 May, 1784	7
Richardſon, Samuel	Ditto	15 Septem. 1784	7
Rickſon, William	Chelmsford	8 July, 1784	7
Richards, John, alias Williams	Wincheſter	2 March, 1784	7

Names.	Where convicted.	Date of Conviction.	Years.
Richard, James	Launceſton	25 March, 1786	7
Rice, John	Exeter	18 July, 1785	7
Rope, Anthony	Chelmsford	7 March, 1785	7
Rogers, Daniel	Croydon	20 July, 1785	7
Robinſon, George	Lincoln	9 July, 1785	7
Rogers, Iſaac	Glouceſter	23 March, 1785	14
Robinſon, Thomas	Kingſton upon Hull	7 Oct. 1784	7
Robert, John	Liverpool	26 Jan. 1785	7
Robinſon, George	London	21 April, 1784	7
Romain, John,	Ditto	15 Septem. 1784	7
Rowe, John	Launceſton	19 March, 1785	7
Rowe, William	Ditto	19 March, 1785	7
Roberts, William	Bodmin	14 Auguſt, 1786	7
Robinſon, William	Exeter	24 May, 1784	7
Roach, Henry	Ditto	24 May, 1784	7
Robins, John, alias Major	Ditto	18 July, 1785	7
Rous, Walton, alias Batley			
Rolt, Mary	London		
Roſſon, Iſabella	Ditto	10 Jan. 1787	7
Ruſſel, John	Ditto	21 April, 1784	7
Ruglaſs, John	Ditto	23 Feb. 1785	Life
Ruffler, John	Ditto	23 Feb. 1785	Life
Ruce, James	Bodmin	29 July, 1782	7
Ruth, Robert	Exeter	14 March, 1786	7
Ryan, John			
Saltmarſh, William	Kingſton	28 March, 1785	7
Sanderſon, Thomas	Lincoln	9 July, 1785	7
Sands, William	Ditto	9 July, 1785	7
Sampſon, Peter	London	7 July, 1784	7
Sandlin, Ann, alias Lynes, alias Pattens	Ditto	13 Decem. 1786	7
Scattergood, Robert	Stafford	6 Oct. 1785	7
Scott, Elizabeth	London	21 Feb. 1787	7
Selſhire, Samuel	Ditto	21 April, 1784	7
Seymour, John	Sherborne	25 April, 1786	7
Shearman, William	Reading	7 Oct. 1785	7
Shaw, Joſeph	Stafford	27 July, 1785	7
Shepherd, Robert	Durham	19 July, 1785	7
Sharpe, George	Ditto	19 July, 1785	7
Shore, William	Lancaſter	22 March, 1785	7

Names.	Where convicted.	Date of Conviction.	Years.
Shore, John			
Shiers, James	London	23 Feb. 1785	Life
Silverthorn, John	New Sarum	6 March, 1784	7
Sideway, Robert			
Slater, Sarah	London	23 Feb. 1785	7
Smart, Richard	Glouceſter	10 Jan. 1786	7
Smart, Daniel	Ditto	10 Jan. 1786	7
Smith, Thomas	Lancaſter	22 March, 1785	7
Smith, William	Liverpool	26 Jan. 1785	7
Smith, Edward	London	15 Oct. 1784	7
Smith, William	Ditto	10 April, 1783	7
Smith, Thomas, alias Haynes	Ditto	21 April, 1784	7
Smith, James	Ditto	23 Feb. 1785	7
Smith, John	Guildford	11 Auguſt, 1784	7
Smith, William	Bodmin	25 July, 1785	7
Smith, Ann, wife of John Smith	Winchеſter	1 March, 1785	7
Smith, Hannah	Ditto	5 April, 1785	7
Smith, William	Dorcheſter	16 March, 1786	7
Smith, Edward	Exeter	14 March, 1786	7
Smith, John	Ditto	14 March, 1786	7
Small, John	Ditto	14 March, 1786	7
Smith, Ann	London	18 April, 1787	7
Smith, Catherine	Ditto	18 April, 1787	7
Smith, Ann	Ditto	30 Auguſt, 1786	7
Smith, Catherine	Ditto	10 Jan. 1787	7
Smith, Mary	Ditto	10 Jan. 1787	7
Snaleham, William	Ditto	21 April, 1784	7
Sparks, Henry			
Spencer, Daniel	Dorcheſter	3 Auguſt, 1786	14
Spencer, John, alias Pearce			
Spence, Mary	Wigan	Jan. 1786	5
Sprigmore, Charlotte	London	19 Auguſt, 1785	7
Springham, Mary	Ditto	25 October, 1786	7
Squires, James	Kingſton	11 April, 1785	7
Stanley, William	New Sarum	25 March, 1785	7
Strong, James	Dorcheſter	10 March, 1784	7
Stow, James	Lincoln	9 July, 1785	7
Stone, Martin	Warwick	21 March, 1785	7
Stokee, John	Durham	19 July, 1785	7
Stone, Charles	London	10 Decem. 1784	7
Stone, Henry	Ditto	10 Decem. 1784	7
Stogdell, John	Ditto	20 Decem. 1784	14
Stuart, James	Ditto	21 April, 1784	7

Names.	Where convicted.	Date of Conviction.	Years.
Stanton, Thomas, alias Ebden -	Launceſton -	20 March, 1784	7
Stephens, John Morris -	Dorcheſter -	16 March, 1786	7
Stewart, Margaret - -	Exeter - -	28 Auguſt, 1786	7
Strech, Thomas - -	Shrewſbury -	16 Auguſt, 1783	7
Summers, John - - -	Glouceſter -	13 July, 1784	7
Taylor, Joſhua - -	Manchester -	14 Oct. 1784	7
Taylor, Henry - -			
Taylor, Sarah - - -	Kingſton -	2 April, 1787	7
Tenant, Thomas Hilton, alias Phillip Divine - - -	Chelmsford -	6 March, 1786	7
Teague, Cornelius - -	Bodmin - -	25 July, 1785	7
Tenchall, James, alias Tenninghill			
Thompſon, William - -	Durham -	19 July, 1785	7
Thomas, James - -	London - -	10 Decem. 1784	7
Thompſon, James - -	Ditto - -	7 July, 1784	7
Thomas, James - -	Ditto - -	10 Septem. 1783	7
Thomas, John - -	Ditto - -	21 April, 1784	7
Thompſon, William - -	Ditto - -	26 May, 1784	7
Thackery, Elizabeth - -	Manchester -	4 May, 1786	7
Thoudy, James - -			
Thomas, Elizabeth - -	Wigan - -	Jan. 1787	7
Thornton, Ann - -	London -	13 Decem. 1786	7
Tunmins, Thomas - -	Warwick -	21 March, 1785	7
Tilley, Thomas - -	Stafford -	27 July, 1785	7
Till, Thomas - - -	London -	23 Feb. 1785	7
Todd, Nicholas - -	Ditto - -	21 April, 1784	7
Trotter, Joſeph - -	Maidſtone -	13 March, 1786	7
Trace, John - - -	Exeter - -	20 March, 1786	7
Trippett, Suſannah - -	London -	20 Auguſt, 1786	7
Turner, Ralph - - -	Manchester -	14 April, 1785	7
Tuſo, Joſeph - - -	London -	23 Feb. 1785	Life
Turner, John - - -			
Tucker, Moſes - -	Plymouth -	7 June, 1786	7
Turner, Thomas - -			
Turner, John - -			
Turner, Mary - -	Worceſter - -	5 March, 1785	7
Twyneham, William - -	Reading - -	10 Jan. 1786	7
Twyfield, Ann, ſince ſaid to be married to William Dawley, a convict - - -	Shrewſbury -	4 Auguſt, 1784	7
Tyrrell, William - -	Winchester -	1 March, 1785	7

Name.	Where convicted.	Date of Conviction.	Years.
Vandell, Edward	East Grinſtead	22 March, 1784	7
Vincent, Henry	London	21 April, 1784	7
Vickery, William	Exeter	20 March, 1786	7
Underwood, James	New Sarum	11 March, 1786	14
Uſher, John	Maidſtone	14 March, 1785	7
Waterhouſe, William	Kingſton	28 March, 1785	7
Watſan, John	Maidſtone	13 March, 1786	7
Ward, John	Lowth	11 July, 1785	7
Wall, William	Oxford	8 March, 1786	7
Wager, Benjamin	London	20 Oct. 1784	7
Walſh, William	Ditto	15 Septem. 1784	7
Walker, John	Ditto	20 Oct. 1784	7
Walbourne, James	Ditto	10 Septem. 1783	7
Watſon, Thomas	Exeter	20 March, 1786	7
Ware, Charlottee			
Watkins, Mary			
Wainwright, Ellen, alias Eſtther Eccles	Preſton	Jan. 1787	7
Ward, Ann	London	19 Decem. 1786	7
Wade, Mary, alias Cacklane	Ditto	19 July, 1786	14
Welch, James	Maidſtone	14 March, 1785	7
Welch, John	Durham	19 July, 1785	7
Weſt, Benjamin	London	10 Decem. 1784	7
Weſtwood, John	Ditto	20 October, 1784	7
Welch, John	Ditto	26 May, 1784	7
Welch, John	Ditto	10 Septem. 1783	Life
Weſtlale, Edward	Exeter	20 March, 1786	7
Waddicomb, Richard	Ditto	20 March, 1786	7
Wheeler, Samuel	Croydon	20 July, 1785	7
Whitaker, George	Maidſtone	14 March, 1785	7
Whiting, William	Glouceſter	23 March, 1785	7
Whitton, Edward	Maidſtone	19 March, 1783	Life
White, James	Ditto	11 Auguſt, 1783	7
Wilcocks, Samuel	Dorceſter	10 March, 1784	7
Wilton, William	Briſtol	12 Jan. 1784	7
Wilſon, Peter	Manchеſter	20 Jan. 1785	7
Wilſon, John	Wigan	10 Oct. 1785	7
Williams, Charles	London	7 July, 1784	7
Williams, James	Ditto	11 May, 1785	7
Wilſon, Charles	Ditto	10 Septem. 1783	Life
Williams, John, alias Black Jack	Maidſtone	2 Auguſt, 1784	7

Name.	Where convicted.	Date of Conviction.	Years.
Williams, Robert	Launceſton	25 March, 1786	7
Williams, John, alias Floyd	Bodmin	18 Auguſt, 1783	7
Wilding, John, alias Warren	Bury	23 March, 1784	7
Wickham, Mary	New Sarum	2 Auguſt, 1788	14
Williams, Peter, alias Flaggett, alias Creamer	Exeter	24 May, 1784	7
Wilcocks, Richard	Ditto	20 March, 1786	7
Williams, John	Ditto	7 Auguſt, 1786	7
Wiſehammer, John	Briſtol	10 Feb. 1785	7
Williams, Daniel	Preſton	23 March, 1785	7
Williams, Frances	Mold	2 Septem. 1783	7
Williams, Mary	London	22 Feb. 1786	7
Wood, George	Ditto	20 Oct. 1784	7
Woodcock, Peter	Ditto	7 July, 1784	7
Woodham, Samuel	Ditto	23 Feb. 1785	Life
Worſdell, William	Launceſton	22 March, 1783	7
Woolcot, John	Exeter	18 July, 1785	Life
Woodcock, Francis	Shrewſbury	13 March, 1784	7
Wood, Mark			
Wright, Thomas	Reading	28 Feb. 1785	7
Wright, Benjamin	London	6 May, 1784	7
Wright, Joſeph	Ditto	26 May, 1784	7
Wright, William	Ditto	15 Sept. 1784	7
Wright, James	Maidſtone	11 Auguſt, 1783	7
Wright, Ann	London	23 Feb. 1785	7
Yardſley, Thomas,	Shrewſbury	4 Auguſt, 1784	7
Yates, Nancy	York	9 July, 1785	7
Young, John	London	20 Oct. 1784	7
Young, Simon	Ditto	23 Feb. 1785	7
Youngſon, Elizabeth	Lancaſter	6 March, 1787	7
Youngſon, George	Ditto	6 March, 1787	7

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